

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1341051-1

Total Deleted Page(s) = 6
Page 21 ~ Referral/Direct;
Page 54 ~ Duplicate;
Page 55 ~ Duplicate;
Page 56 ~ Duplicate;
Page 143 ~ Referral/Direct;
Page 144 ~ Referral/Direct;

XXXXXXXXXXXXXXXXXXXXXXXXXXXXX
X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

12/11/72

GENERAL INVESTIGATIVE DIVISION

This concerns the 12/8/72, crash of United Airlines (UAL) Flight 553 at Chicago, Illinois.

Attached relates that the Federal Aviation Administration has indicated no possibility of any cause of crash other than pilot error. According to witnesses, UAL Flight 553 stalled and thereafter crashed during maneuver to pull out of final approach because it got too close to a small private aircraft which was preceeding it. Total of 45 dead (including 2 who were on the ground) with 18 survivors.

Liaison being maintained with the National Transportation Safety Board.

No further active FBI investigation being conducted in view of no apparent Destruction of Aircraft or Motor Vehicle violation. FBI Disaster Squad is on scene attempting to identify bodies.

DGF:pdh

[Handwritten signatures and initials: "J", "12-11", "9:37P", "WAL", "RJC", "AA3", "1/8"]

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NR019 CG PLAIN

826PM URGENT 12-8-72 RWR

TO ACTING DIRECTOR

ALEXANDRIA

WFO

OMAHA

FROM CHICAGO (149-NEW)

3P

CRASH OF UNITED AIRLINES FLIGHT FIVE FIVE THREE,

A BOEING SEVEN THREE SEVEN, AT CHICAGO, ILLINOIS, DECEMBER
Destruction of Aircraft or Motor Vehicles
EIGHT, SEVENTYTWO. ~~BAMV.~~

Reference

RE CHICAGO TELEPHONE CALLS TO THE BUREAU AND ALEXANDRIA,
AND WFO, INSTANT.

CAPTIONED PLANE, A BOEING SEVEN THREE SEVEN, CRASHED AT
SEVENTIETH AND LAWDALE AVENUE, CHICAGO, ILLINOIS, AT
APPROXIMATELY TWO TWENTYONE PM THIS DATE. THE PLANE
DEPARTED WASHINGTON, D.C., AT TWELVE FORTY PM ~~CST~~ AND WAS
SCHEDULED TO ARRIVE AT MIDWAY AIRPORT, CHICAGO, ILLINOIS,
AT TWO THIRTYONE PM CST. THERE WERE FIFTYTWO PASSENGERS
AND A CREW OF SIX WHICH INCLUDED THREE STEWARDESSES AND THREE
FLIGHT OFFICERS.

THIRTEEN PASSENGERS AND TWO STEWARDESSES ARE ALIVE AND
HAVE BEEN IDENTIFIED.

END PAGE ONE

259
70 DEC 19 1972

Mr. Felt	_____
Mr. Baker	_____
Mr. Callahan	_____
Mr. Cleveland	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Gebhardt	_____
Mr. Jenkins	_____
Mr. Marshall	_____
Mr. Miller E.S.	_____
Mr. Purvis	_____
Mr. Soyars	_____
Mr. Walters	_____
Tele. Room	_____
Mr. Kinley	_____
Mr. Armstrong	_____
Ms. Herwig	_____
Mrs. Neenan	_____

b6
b7c

13

ST-111

REC-71

MCT-20

10024-1

22 DEC 11 1972

6-1-1972

PAGE TWO

THE PLANE CRASHED INTO SEVERAL SINGLE FAMILY DWELLINGS. THE NUMBER OF INJURIES AND FATALITIES TO PERSONS IN THE CRASH AREA IS NOT KNOWN AT THIS TIME. THERE WERE SEVERAL FIRES TRIGGERED BY CRASH.

SUPERINTENDENT JAMES CONLISK, CHICAGO, ILLINOIS, ^{Police Department} ~~PD~~ AND CAPTAIN ^{United Airlines} EXECUTIVE, ~~UAL~~, ELK GROVE VILLAGE, ILLINOIS, HAVE REQUESTED THE SERVICE OF THE FBI DISASTER UNIT.

b6
b7c

A PLAYBACK OF THE RECORDING TAPE AT MIDWAY AIRPORT INDICATES POSSIBLE PILOT ERROR. ACCORDING TO THE TAPE AS FLIGHT FIVE FIVE THREE APPROACHED RUNWAY, A SMALL AIRCRAFT WAS ALREADY ON THE RUNWAY, THE PILOT OF FLIGHT FIVE FIVE THREE WAS INSTRUCTED TO MAKE A LEFT TURN AND COME TO A HEADING OF ONE EIGHTY DEGREES. THE PILOT ACKNOWLEDGED THE TRANSMISSION AND THE PLANE DISAPPEARED FROM RADAR. THE TAPE THEN INDICATES A FLUTTERING SOUND WHICH MIGHT HAVE COME FROM THE STALL SPEED INDICATOR, INDICATING THE PILOT HAD LOST HIS SPEED AND CRASHED.

TWO STEWARDESSES AND A FEDERAL NARCOTICS AGENT WHO WERE ABOARD THIS PLANE HAVE BEEN INTERVIEWED BY ^{Bureau Agents} ~~BUAGENTS~~ AND THEY

END PAGE TWO

PAGE THREE

STATE NOTHING UNUSUAL HAPPENED PRIOR TO CRASH.

COMPLETE PASSENGER MANIFEST OBTAIN FROM UAL WITH
CONTACT POINTS FOR ALL PASSENGERS.

CLOSE LIAISON BEING MAINTAINED WITH ~~CPD~~ Chicago Police Department
AND
NATIONAL TRANSPORTATION SAFETY BOARD.

U.S. CONGRESSMAN GEORGE COLLINS, CHICAGO, ILLINOIS,
HAS BEEN MANIFESTED ABOARD THIS FLIGHT ACCORDING TO UAL RECORDS.
NO OTHER INFORMATION CONCERNING COLLINS AT THIS TIME.

ASAC, CHICAGO, ON SCENE AND HANDLING INVESTIGATION
PERSONALLY.

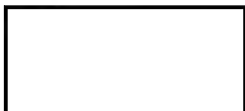
INFORMATION COPY TO OMAHA AS FLIGHT FIVE FIVE THREE
WAS TO TERMINATE OMAHA.

END

HOLD

cc: Room 5634

cc -



b6
b7c

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

DEC 09 1972

TELETYPE

NR001 CG PLAIN

320 AM URGENT 12-9-72 MFM

TO ACTING DIRECTOR

FROM CHICAGO (149-NEW) 1P

CRASH OF UNITED AIRLINES FLIGHT FIVE FIVE THREE,
A BOEING SEVEN THREE SEVEN, AT CHICAGO, ILLINOIS,
DECEMBER EIGHT, SEVENTYTWO. DAMV.

RE BUCALL TWELVE EIGHT LAST AND CG TEL TO BUREAU
TWELVE EIGHT LAST.

ON SCENE INVESTIGATION INDICATES PILOT ERROR AS
CAUSE OF CRASH.

NO INFORMATION RECEIVED OR DEVELOPED BY CHICAGO
TO INDICATE CAUSE OF CRASH DUE TO SABOTAGE.

THREE VICTIMS, ON BOARD AIRCRAFT, INTERVIEWED. NO
INDICATION OF SABOTAGE OR SKYJACKING.

REVIEW OF TAPED CONVERSATIONS BETWEEN PILOT AND
TOWER DETERMINED STALL INDICATOR ACTIVATED JUST PRIOR
TO CRASH, DENOTING FLIGHT SPEED INSUFFICIENT AT TIME
PILOT RECEIVED LANDING WAVE OFF. *SI-111*

INVESTIGATION CONTINUING. BUREAU WILL BE KEPT
ADVISED.

END

TMT FBI SOG CLR
RODEC 9 1972

Mr. Felt	_____
Mr. Baker	_____
Mr. Callahan	_____
Mr. Cleveland	_____
Mr. Conrad	_____
Mr. Dalbey	_____
Mr. Gebhardt	_____
Mr. Jenkins	_____
Mr. Marshall	_____
Mr. Miller, E.S.	_____
Mr. Purvis	_____
Mr. Soyars	_____
Mr. Walters	_____
Tele. Room	_____
Mr. Kinley	_____
Mr. Armstrong	_____
Ms. Herwig	_____
Mr. Neenan	_____

b6
b7c

13

REC-71

149-

10024

-2

22 DEC 11 1972

6-14#

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

DEC 09 1972

TELETYPE

Mr. Felt ☒
Mr. Baker ☒
Mr. Callahan ☒
Mr. Cleveland ☒
Mr. Conrad ☒
Mr. Dalbey ☒
Mr. DeLoach ☒
Mr. Jenkins ☒
Mr. Marshall ☒
Mr. Miller, E.S. ☒
Mr. Purvis ☒
Mr. Soyars ☒
Mr. Walters ☒
Tele. Room ☒
Mr. Kinley ☒
Mr. Armstrong ☒
Ms. Fawcett ☒
Mr. Neenan ☒

NR002 CG PLAIN

2:34PM 12-9-72 URGENT KMD

TO ACTING DIRECTOR

FROM CHICAGO (149-NEW) 3P

CRASH OF UNITED AIR LINES ^(UAL) FLIGHT FIVE FIVE THREE,
BOEING SEVEN THREE SEVEN, CHICAGO, ILLINOIS, DECEMBER
EIGHT LAST, DAMV.

REFERENCE

TELETYPE

RE CHICAGO TEL DECEMBER EIGHT LAST.

NEIGHBORHOOD INVESTIGATION IN VICINITY OF AREA OF
CRASH OF UAL FLIGHT FIVE FIVE THREE REFLECTS INFORMATION
FROM WITNESSES TO EFFECT THAT AIRPLANE WAS UNDER OBSERVATION
UNTIL IT DISAPPEARED AND CRASHED. WITNESSES
STATED THERE WAS NO EXPLOSION OR APPARENT DAMAGE TO AIRCRAFT
BEFORE CRASH AND IT APPEARED TO BE MUSHROOMING INTO THE
HOUSES. THE TAIL WAS DOWN, NOSE ELEVATED ABOUT FORTY-FIVE DEGREES
AND UNABLE TO GAIN ALTITUDE.

EX-117 REC-2 149-10024-3
FEDERAL AVIATION ADMINISTRATION
INFORMATION FROM FAA REFLECTS NO POSSIBILITY OF ANY

CAUSE OF CRASH OTHER THAN PILOT ERROR. ACCORDING TO CONSENSUS
OF INFORMATION FROM WITNESSES AND TOWER AT MIDWAY AIRPORT,

END PAGE ONE

70 DEC 20 1972

b6
b7c

PAGE TWO

THE FOLLOWING IS WHAT OCCURRED LEADING UP TO CRASH OF UAL
FLIGHT FIVE FIVE THREE:

UAL FLIGHT FIVE FIVE THREE WAS ON FINAL APPROACH FOR
LANDING AT MIDWAY AIRPORT FOLLOWING A SMALL PRIVATE
AIRCRAFT. TOWER OBSERVED THAT DISTANCE BETWEEN FIVE FIVE
THREE AND PRIVATE AIRCRAFT WAS BECOMING MARGINAL. FIVE
FIVE THREE WAS ORDERED TO PULL OFF FROM APPROACH TURNING
LEFT TO A HEADING OF ONE HUNDRED EIGHTY DEGREES. THE PILOT
APPARENTLY THREW FULL THROTTLE TO THE ENGINES AND STARTED
TO TURN TO THE LEFT AT THE SAME TIME, PULLING UP THE NOSE OF
THE AIRCRAFT. THIS MANEUVER APPARENTLY CAUSED THE AIRCRAFT TO STALL
AND MUSHROOM INTO THE GROUND.

PERSONS INTERVIEWED INCLUDING FOUR SURVIVORS OF THE
CRASH AND FAA INVESTIGATORS, IN ADDITION TO NEIGHBORHOOD
WITNESSES, DEVELOPED NOTHING WHICH WOULD INDICATE ANY
REASON TO BELIEVE THAT A VIOLATION OF THE DAMV STATUTE EXISTS.
END PAGE TWO

PAGE THREE

DISASTER SQUAD HAS ARRIVED IN CHICAGO AND IT IS PRESENTLY
AT COUNTY MORGUE IDENTIFYING⁴¹ DEAD PASSENGERS. POSITIVELY
IDENTIFIED ARE EIGHT BODIES. THERE ARE ONLY TWELVE BODIES
WITH WHICH THE DISASTER SQUAD CAN WORK. THERE ARE FORTY
FIVE BODIES AT THE MORGUE, THIS WOULD INCLUDE TWO PERSONS
WHO WERE ON THE GROUND, WHO RESIDED IN NEIGHBORHOOD OF CRASH.
THERE IS A TOTAL OF EIGHTEEN SURVIVORS.

FOR INFORMATION OF THE BUREAU, NATIONAL TRANSPORTATION
SAFETY BOARD (NTSB) SURVEYING CRASH^H SCENE. ENTIRE AREA EXTENSEVILY
PHOTOGRAPHED BY FBI AND SCENE DIAGRAMED. LIASION BEING
MAINTAINED WITH NTSB.

UACB, NO FURTHER INVESTIGATION BEING CONDUCTED OTHER
THAN TO ASSIST DISASTER SQUAD IN IDENTIFYING BODIES.
END

DKS FBI WASHDC CLR

December 9, 1972

GENERAL INVESTIGATIVE DIVISION

This is new Destruction of Aircraft or Motor Vehicles case wherein on 12/8/72, United Airlines Flight 553, en route to Chicago, Illinois, from Washington, D.C., crashed in Chicago at approximately 2:21 p.m. Aboard were 52 passengers and crew of six which included three stewardesses and three flight officers.

Thirteen passengers and two stewardesses alive and identified; number of injuries and fatalities in crash area not known at this time; playback of recording tape indicates possible pilot error.

Chicago Police Department (CGPD) and United Airlines have requested service of FBI Disaster Squad; same being afforded.

According to United Airlines, Congressman George Collins (Democrat - Illinois) has been manifested aboard this flight; no other information concerning Collins known at this time.

ASAC, Chicago on scene and handling investigation personally; close liaison with CGPD and National Transportation Safety Board being maintained.

Felt advised 12/9/72

11:AM J

HAS



RJP:erg

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

DATE: **December 26, 1972**

Re: **UNKNOWN SUBJECT;
UNITED AIRLINES BOEING 737;
ACCIDENT INVESTIGATION**

TO: **Mr. C. O. Miller
Director
Bureau of Aviation Safety
National Transportation Safety Board
Department of Transportation
Washing, D. C. 20591**

Invoice of Contents

Q1

K1

- ☐ Crypt.-Trans.
☐ Document
☒ P & C
☐ Radio Engineering
☐ LFPS

Picked up by
Date

1/31/73

FBI File No. **149-10024**

Special Instructions:

Mail Room: Show shipment date and registry number.
Shipping Room: Show shipment date; bill of lading number;
initial invoice; return to Section checked in block; after
initialing in block, invoice to be placed in administrative file.

PC-J3624 MK

b6
b7C

REPORT
of the

1 - Office, 7133

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: Mr. C. O. Miller
Director
Bureau of Aviation Safety
National Transportation Safety Board
Department of Transportation
Washington, D. C. 20591

December 29, 1972

Re: UNKNOWN SUBJECT;
UNITED AIRLINES BOEING 737;
ACCIDENT INVESTIGATION

L. Patrick Gray
L. Patrick Gray, III
Acting Director

YOUR NO.

ST 100

REC-128
FBI FILE NO. 149-10024-4

Examination requested by: Addressee

LAB. NO. PC-J3624 MK

Reference: Letter 12/12/72

Examination requested: Chemical Analyses

Specimens: Personally delivered by Investigator on
12/12/72

b6
b7c

Q1 Cockpit voice recorder magazine

Antifreeze

MAILED 25K1

DEC 29 1972

FBI

Result of examination:

The quantity of material in the small spots inside the Q1 magazine was too limited for identification; however, these spots did not come from the same source as the K1 antifreeze nor the sealing wax found on the exterior of the magazine.

Specimens Q1 and K1 are being retained by the Laboratory until called for by your representative.

Felt _____
Baker _____
Bates _____
Bishop _____
Callahan _____
Cleveland _____
Conrad _____
Dalbey _____
Jenkins _____
Marshall _____
Miller, E.S. _____
Ponder _____
Soyars _____
Walters _____
Tele. Room _____
Mr. Kinley _____
Mr. Armstrong _____
Ms. Herwig _____
Mrs. Neenan _____

RWA:lmh (4)

MAIL ROOM ☐ TELETYPE UNIT ☐

JAN 5 1973

June
Ammon
pm

7-2
RECORDED
12/13/72
cac

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE

Laboratory Work Sheet

Re: UNKNOWN SUBJECT;
UNITED AIRLINES BOEING 737;
ACCIDENT INVESTIGATION

File # 149-10024-4
Lab.# PC-J3624 MK

Mr. C. O. Miller
Director
Bureau of Aviation Safety
National Transportation Safety Board
Department of Transportation
Washington, D. C. 20591

Let. 12/12

Examination requested by:

Examination requested:

Result of Examination:

Chem Anal (Gen Chem)

Date received: 12/12 perdel

Examination by:

b6
b7C

Per del by Investigator on 12/12/72

Q1 Cockpit voice recorder magazine

K1 Antifreeze

*Lab up
12-26-72
RWA: Rmb*

PC- J3624 MK

K ~ 100ml total sealed with marking tape
K, evaporated 25 ml K on hot plate (wouldn't
on steam) - left ~ 1-2 grams of set
jelly consistency material with
same ("merthiolate") color as
original soln

I.R. of this jelly and K as is
shows to be ("ethylene") glycol.

gives bright yellow fluorescence
under U.V. light long & short.
Smallest spot of the visible orange
material even when dry still
gives yellow fluorescence.

U.V. in MeOH - none

Dries to leave definite colored spot
1-2 days

The specks seem to follow the
"tape path"

observation under u.v. of Q
along with the test spot of K,
shows the spec not to be from
the K, since there is no yellow at
all from Q specks. (also looked in it ^{thru} lenses)
In addition no evidence to eye
at 60x of the ~~surfactant~~ color.

The spots are not the same as
the sealing wax seen of Q,
diagram since the wax is
strongly colored and is hard.

Most of the specks on Q₁ are
dry and without substance
However some have a heavy liquid
nature - but the quantity is too
limited (and maybe thick) to pick up
directly even with microcops
used for TLC.

Single's spot test for glycols
have limit of 5% - in addition
complicated requests for spot tests

This appears to be one or two spots
of the same substance on the tape (could
have come from laying over on the
spots on the backwood). Since spots
seem to follow tape line looked under
20x + u.v. in electronic area no
pool of liquid found.

Tried to pick up spots collectively with
minimum quantity of CHCl_3 for I.R.
- No hint of spectrum in beam
condenser.

Spectra



278
210

149-10034-4

ENCLOSURE

PC-J 3624 MK

also in box with evidence
was a small
white box with
a few feet of tape
on its reel.

These tag
3m 8998

A

Brought in
12/15 PM

149-10024-4

no antifreeze

12/15/72

149-10024-4

— pure of tape (magnetic?)
• appx position + number of questioned sparks

Q

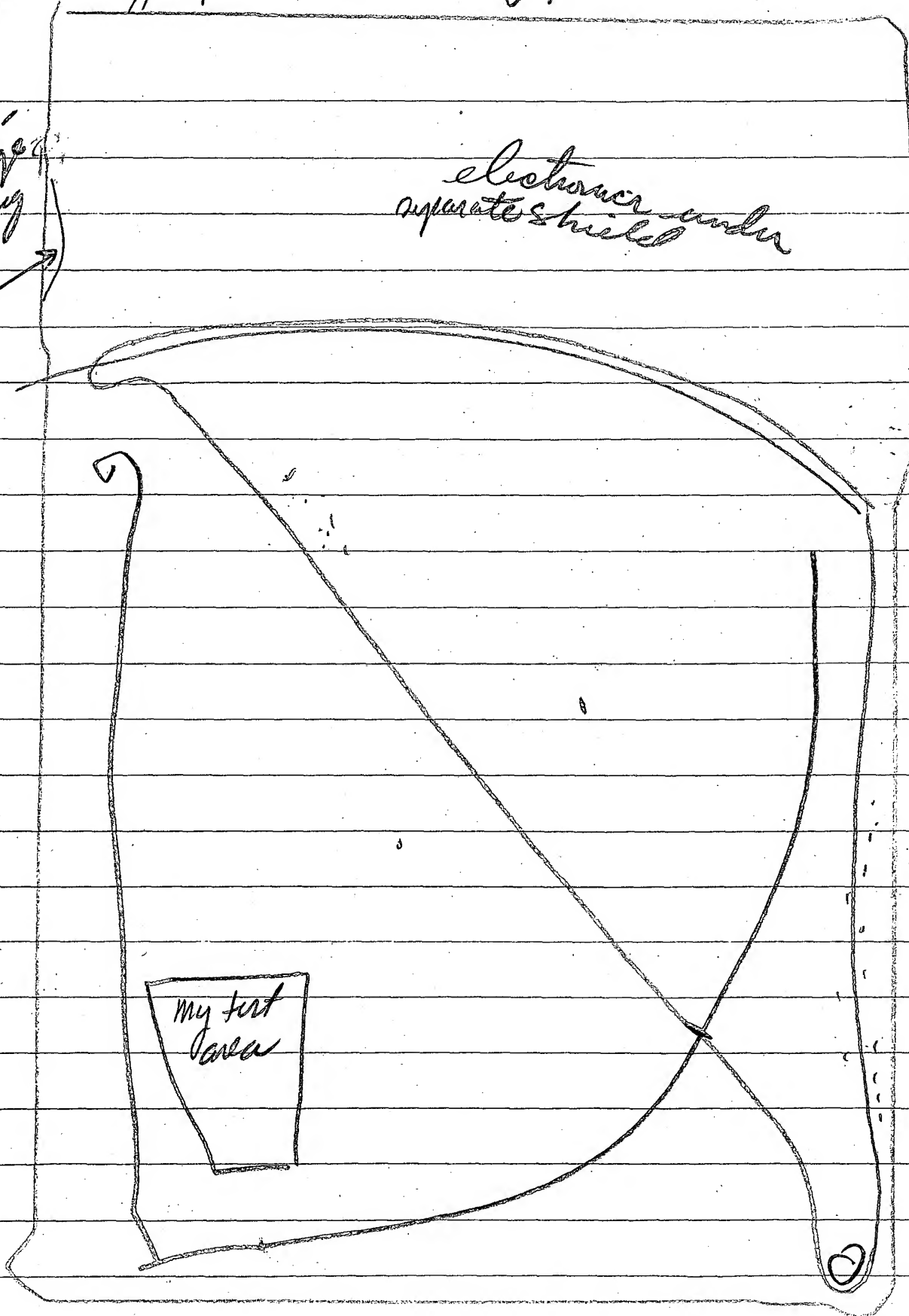
arrange
sealing
wax

electronics under
separate shield

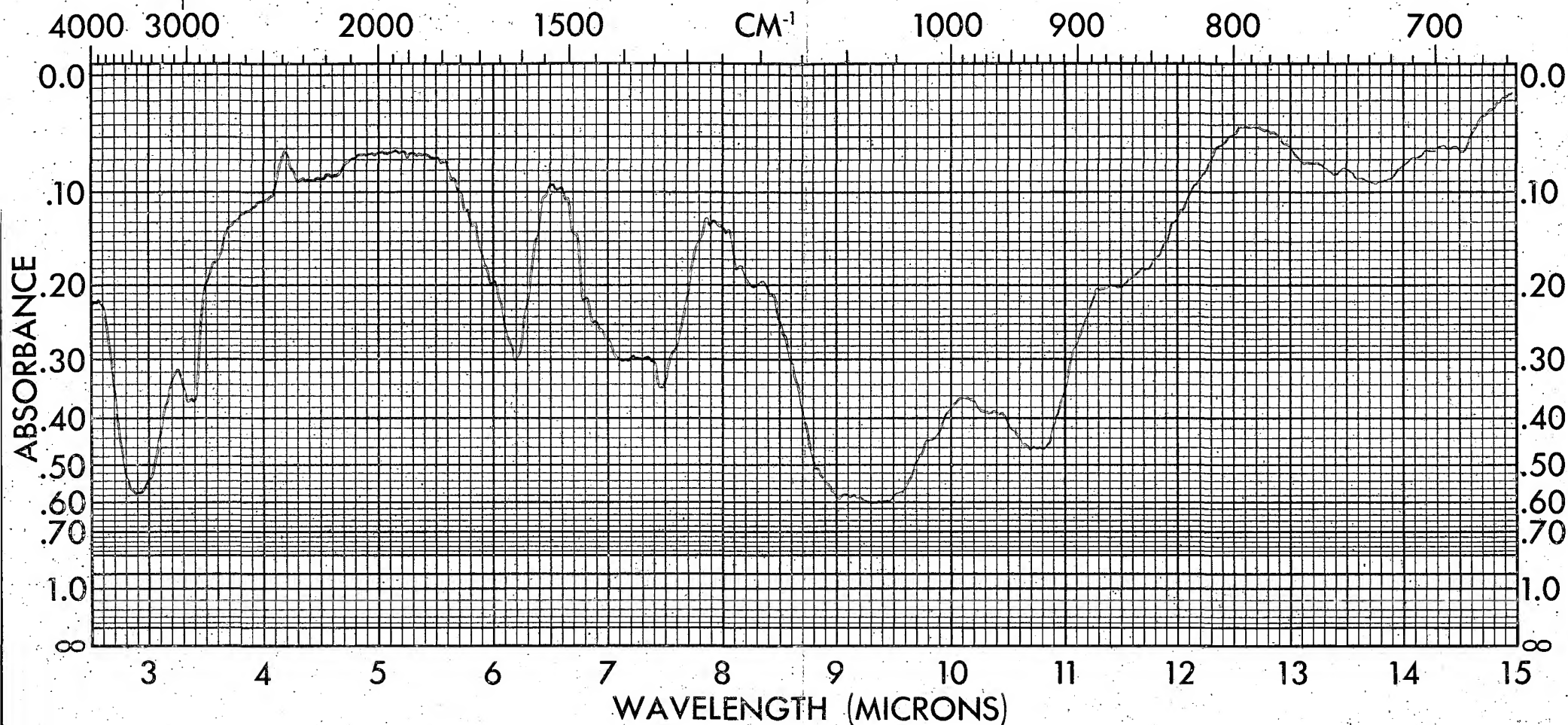
separate even

cover

my test
area



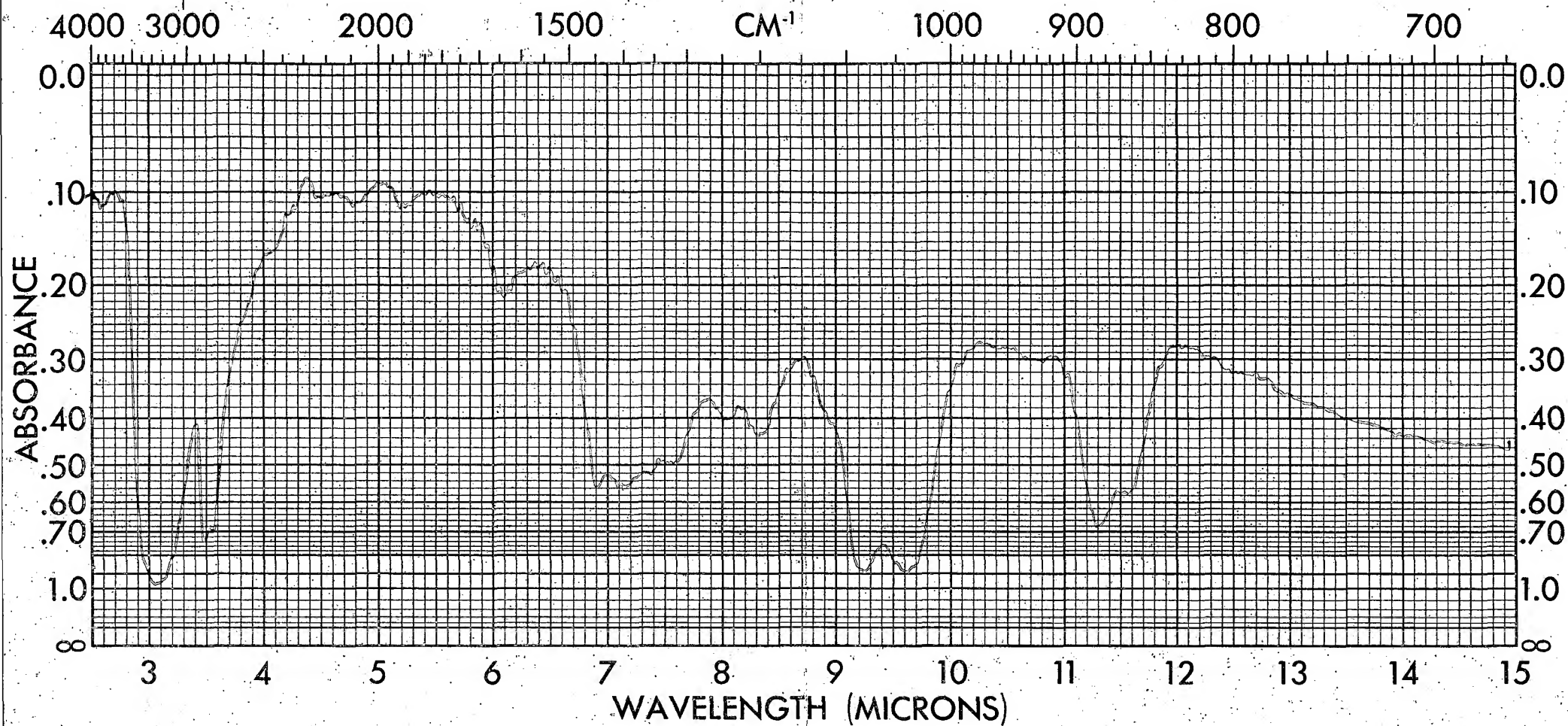
149-100 24-4



SPECTRUM NO. _____	ORIGIN _____	LEGEND _____	REMARKS _____
SAMPLE _____		1. _____	
<i>Residue of K</i>	PURITY _____	2. _____	
<i>after drying</i>	PHASE <i>KBR</i>	DATE _____	
	THICKNESS _____	OPERATOR _____	

SPECTRUM NO. _____
SAMPLE

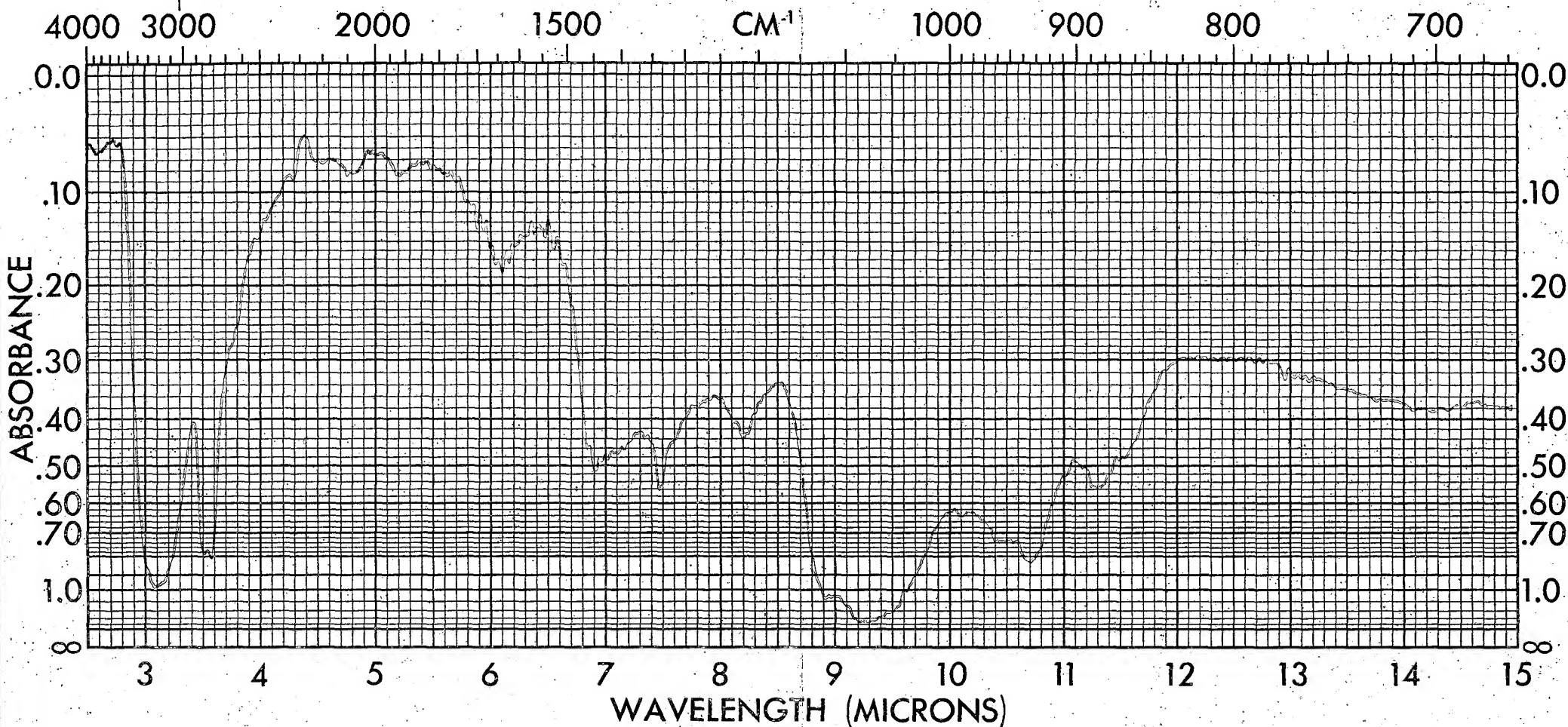
149-10024-4



SPECTRUM NO. _____	ORIGIN <u>K₁</u>	LEGEND _____	REMARKS _____
SAMPLE <u>As is</u>	<u>J3621</u>	1. _____	<u>Ident Ethylene</u>
<u>K</u>	PURITY _____	2. _____	<u>Glycol Benz Book</u>
_____	PHASE <u>NaCl</u>	DATE _____	_____
_____	THICKNESS _____	OPERATOR _____	_____

SPECTRUM NO. _____
SAMPLE _____

149-10024-4

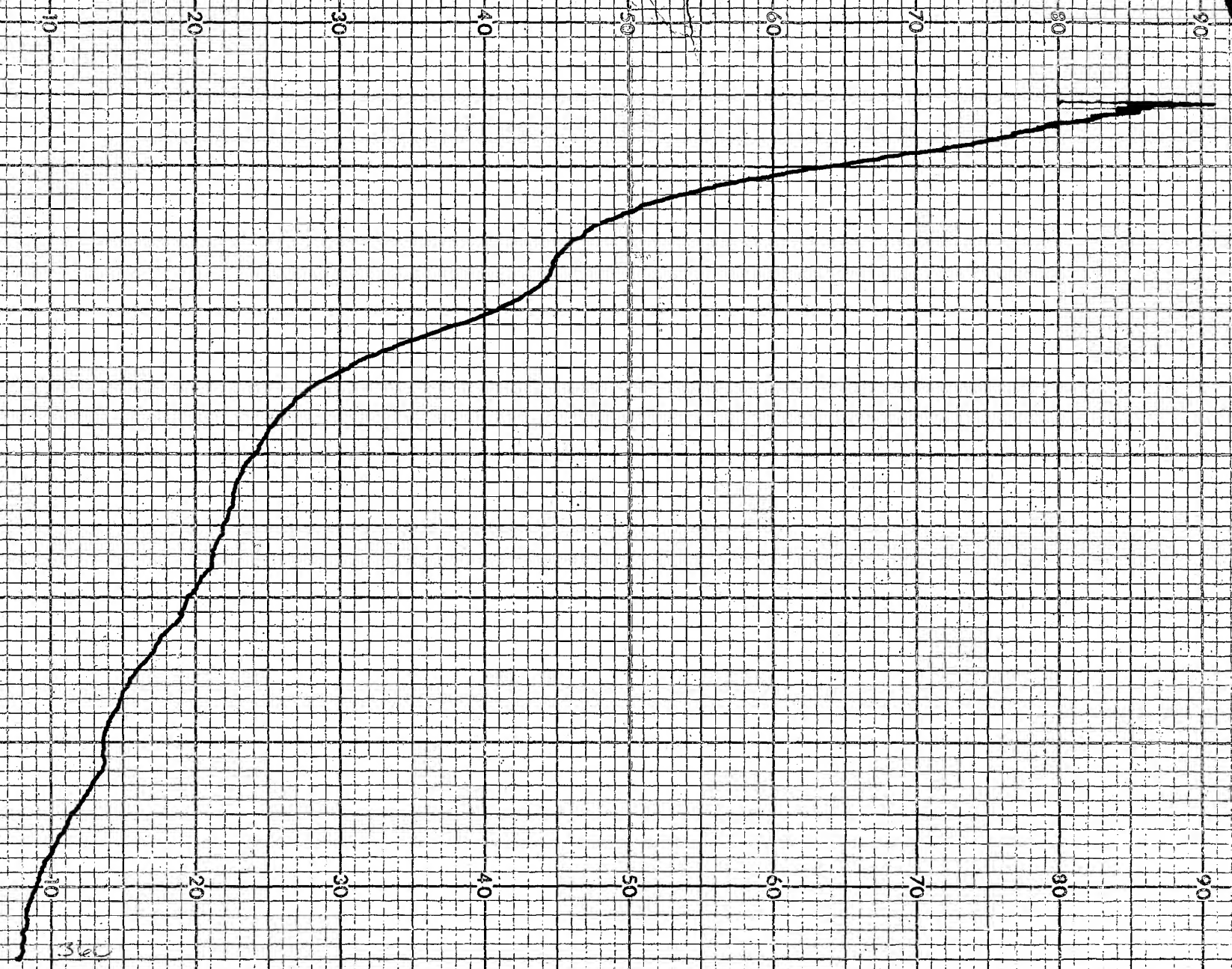


SPECTRUM NO. _____	ORIGIN _____	LEGEND _____	REMARKS _____
SAMPLE _____		1. _____	
<u>Q₁ residue</u>	PURITY _____	2. _____	
	PHASE <u>NACL</u>	DATE _____	
	THICKNESS _____	OPERATOR _____	

SPECTRUM NO. _____
SAMPLE _____

149-10024-4

PRINTED IN U.S.A.



sampled 5 min/sec
time 2.0
volume 25 ml/l

Φ_1 Residue MeOH - GREEN COLOR

149-100 24-4

December 22, 1972

REC-103

149-10024-5

George J. Kidera, M. D.
Vice President
Medical Services
United Air Lines
Post Office Box 66100
Chicago, Illinois 60666

George Kidera

b6
b7C

Dear Dr. Kidera:

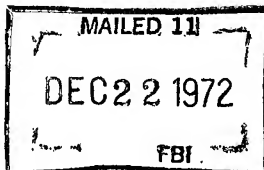
Special Agent Ponder has shown me your letter of December 14th. You were indeed thoughtful to write and comment as you did regarding his efforts and those of Messrs. [redacted] and [redacted] in connection with their duties as members of the FBI's Disaster Squad. We share their appreciation for your complimentary remarks.

We want you to know that this Bureau always stands ready to assist in these matters.

Sincerely yours,
For the Acting Director

W. MARK FELT

W. Mark Felt
Acting Associate Director



- 1 - Chicago - Enclosure
1 - Mr. Purvis - Enclosure
Personal Attention: Bring to the attention of SA Beverly E. Ponder and Fingerprint Examiners [redacted]
[redacted] and [redacted]

- 1 - Personnel File of SA Beverly E. Ponder - Enclosure
1 - Personnel File of Mr. [redacted] - Enclosure
1 - Personnel File of Mr. [redacted] - Enclosure
1 - Personnel File of Mr. [redacted] - Enclosure

b6
b7C

NOTE: Bufiles disclose prior correspondence with Dr. Kidera on similar matters.

Felt _____
Baker _____
Callahan _____
Cleveland _____
Conrad _____
Dalbey _____
Gebhardt _____
Jenkins _____
Marshall _____
Miller, E.S. _____
Purvis _____
Soyars _____
Walters _____
Tele. Room _____
Mr. Kinley _____
Mr. Armstrong _____
Ms. Herwig _____
Mrs. Neenan _____

MAIL ROOM ☒

TELETYPE UNIT ☐

1 JAN 9 1973
JWD:la

mbr

Handwritten initials

Handwritten initials

UNITED AIR LINES

EXECUTIVE OFFICES

1200 ALGONQUIN ROAD, ELK GROVE TOWNSHIP, ILLINOIS

MAILING ADDRESS: P. O. BOX 66100 - CHICAGO, ILLINOIS, 60666

OFFICE OF THE VICE PRESIDENT
MEDICAL SERVICES

TEL.
AC 312 952-6103
AC 312 952-4648

December 14, 1972

Mr. Beverly E. Ponder
Federal Bureau of Investigation
Washington, D. C. 20535

United Air Lines

12-8-72

Dear Bev:

It was indeed gratifying to have you, [redacted]
[redacted] and [redacted] make an appearance at the Cook County
Morgue.

b6
b7c

It was quite evident on initially viewing the bodies as they were brought into the morgue that we would again be dependent on the fine services of your office to provide us with identification.

The diligence and cooperation of the FBI Disaster Team coupled with United's Disaster Team provided an ideal working arrangement. Without the expertise you displayed, I am certain many of the bodies would not have been identified.

ab

On behalf of United Air Lines, I cannot thank you enough for your splendid efforts.

Sincerely yours,

George
149-10024-5
George J. Kidera, M.D.
Vice President
Medical Services

REC-103

GJK:dc

7 DEC 27 1972

RESPONDENCE

ack
12-22-72
JWD:la

UNITED STATES GOVERNMENT

Memorandum

TO : MR. FELT

DATE: 12-12-72

FROM : J. D. Purvis

SUBJECT: CRASH OF UNITED AIRLINES FLIGHT #553
CHICAGO, ILLINOIS
12-8-72
IDENTIFICATION MATTER

Felt _____
Baker _____
Callahan _____
Cleveland _____
Conrad _____
Dalbey _____
Gebhardt _____
Jenkins _____
Marshall _____
Miller, E.S. _____
Purvis _____
Soyars _____
Walters _____
Tele. Room _____
Mr. Kinley _____
Mr. Armstrong _____
Ms. Herwig _____
Mrs. Neenan _____

The purpose of this memorandum is to record the activities of the FBI Disaster Squad in connection with captioned crash.

United Airlines Flight #553 crashed while approaching Midway Airport, Chicago, Illinois, at approximately 2:30 P.M., on 12-8-72. The flight originated in Washington, D.C. and was bound for Omaha, Nebraska, with intermediate stop in Chicago carrying 55 passengers and a crew of 6. There were 43 fatalities and 18 survivors. The plane crashed into a string of row houses about one mile from the runway resulting in 2 additional fatalities for a total of 45 including 4 children. It was snowing at the time of the crash and visibility was described as approximately one mile. The cause of the crash has not been determined and an investigation by the National Transportation Safety Board is continuing. According to press reports, it has been established that immediately prior to the crash the tower instructed the pilot to institute a "missed approach procedure" to avoid a private plane which was in the immediate vicinity. Witnesses claim that it sounded as though the pilot attempted to gain altitude and was unsuccessful. Because of the low altitude of the plane there was little impact to the passengers, however, fire ensued which was fed by a ruptured gas line and the majority of the victims were severely charred. Request for assistance of the FBI Disaster Squad was made a few hours following the crash by James B. Conlisk, Jr., Superintendent of Police, Chicago, Illinois. United Airlines officials joined Superintendent Conlisk in the request.

The Disaster Squad consisting of Latent Fingerprint Examiners

and Section Chief D. E. Ponder departed Washington, D.C., 7:30 A.M., 12-9-72, and proceeded to the Cook County, Illinois, morgue. The victims had been transported to the morgue during the night of 12-8-72 where they were processed by members of the Chicago Police Department for personal effects. All personal property was removed from the passengers and labeled and remained in the custody of the police department. The identification of the victims was under the supervision of Dr. George Kidera, Vice President of United Airlines. The release of the bodies and the final determination as to identity

REMOVED ENCLOSURE

REC-48

JDP:ljr
(2)

JAN 2 1973

CONTINUED - OVER

Enclosures Sent 12-15-72 ENCLOSURE ON BULKY RAMP

18 MAY 15 1973

PERS. REC. UNIT

Memorandum to MR. FELT
RE: CRASH OF UNITED AIRLINES FLIGHT #553
CHICAGO, ILLINOIS
12-8-72
IDENTIFICATION MATTER

was under the jurisdiction of Dr. Andrew J. Toman, Coroner of Cook County. It was determined that a number of the victims had been identified through personal effects and or through observation by relatives and friends during the night and were released. The Chicago Police Department had also examined each victim for fingerprints and had obtained prints from 12 of the victims. The Disaster Squad processed the remaining victims in the morgue and was able to secure one or more prints from each of the 16 additional victims. Because of the extreme incineration the fingerprinting was a slow and tedious process and most of the prints obtained came from the second layer of skin. The squad was successful in identifying 12 of the victims through fingerprints. All remaining victims were identified by Dr. Kidera and his staff through personal effects and dental and pathological examination. (List of victims identified is attached).

Personnel of the Chicago Office did an outstanding job in maintaining liaison with United Airlines, Chicago Police Department and the Coroner's Office and the SAC is submitting a recommendation for appropriate recognition.

The Disaster Squad again performed in an outstanding manner working long hours under adverse conditions and was successful in obtaining prints for identification purposes resulting in 12 positive fingerprint identifications. Dr. Kidera expressed appreciation and was most complimentary of the skill exhibited by the Disaster Squad.

b6
b7C

RECOMMENDATION:

The members of the Disaster Squad consisting of [redacted] and B. E. Ponder receive a letter of commendation for their fine work in this case.

OK

1

WGC

8

LETTERS PREPARED 12/15/72 By

RE: CRASH OF UNITED AIRLINES FLIGHT #553
CHICAGO, ILLINOIS 12-8-72

The following is a list of Fingerprint Identifications made by FBI Disaster Squad on 12-9/10-72. The dates of birth are listed as shown on the fingerprint cards.

<u>Body Number</u>	<u>Identity</u>
73	Ralph Pertl Blodgett, born 10-21-28, fingerprinted in connection with enlistment in the Military Service.
74	James Richard West, born 5-1-17, fingerprint in connection with enlistment in the Military Service.
75	Barry Jon Elder, born 9-1-41, fingerprinted in connection with his employment with United Airlines.
80	W. Roger Rossman, born 3-31-18, fingerprinted in connection with U.S. Government employment.
82	Harold Maurice Jordan, born 9-8-15, fingerprinted in connection with U.S. Government employment.
83	Wendell Lewis Whitehouse, born 6-4-28, fingerprinted in connection with Defense Program.
85	France William Ellison, born 11-1-35, fingerprinted in connection with U.S. Government employment.
87	John Richard Beshoar, born 4-7-26, fingerprinted in connection with enlistment in the Military Service.
88	Theodore Gregory Baldwin, born 6-5-30, fingerprinted in connection with enlistment in U.S. Naval Reserve.
109	Kenneth Max Shull, born 4-26-30, fingerprinted in connection with Military Service.
110	Christine Elizabeth Hewitt, born 6-24-49, fingerprinted in connection with U.S. Government employment.
125	Richard Allan Knowland, born 10-8-36, fingerprinted in connection with Military Service.

Dr. George Kidera of United Airlines was advised as the above identifications were made and they were posted to the master list of passengers maintained by the Disaster Squad.

ENCLOSURE

749-10024-6

FEDERAL BUREAU OF INVESTIGATION
LATENT FINGERPRINT SECTION WORK SHEET

Recorded: 12-14-72 2:50 p.m. te

Reference No:

Received: 12-14-72

FBI File No: 145-70024-6

Latent Case No: A-63894

Answer to: Mr. James B. Conlisk, Jr. Superintendent of Police, Chicago
Illinois 60601.

Examination requested by: Addressee

Copy to:

RE: CRASH OF UNITED AIRLINES FLIGHT #553
CHICAGO, ILLINOIS
12-8-72
IDENTIFICATION MATTERDate of reference communication:
Specimens:*Request by Conlisk (above) thru SAC
Chicago, by telephone 12/8/72*

*Bodies of 37 deceased (killed in crash) examined.
Remaining bodies identified by other means.
(Total of 43 deceased
in crash)*

Result of examination:

Examination by:
Evidence noted by:

*Some fingerprints obtained from 28
bodies — No fingerprints obtained from
9 bodies of the 37 — 12 identified by
fingerprints (See attached pages).
Report being handled by Mr. Ponder
No copies going out of Bureau*

b6
b7c

Examination completed

Time

Date

Dictated

Date

*(Continued
on attached
pages)*

Body #s used are those placed thereon by Cook County Morgue (do not run consecutively).

Fingerprints from 12 bodies taken by Chicago P.D., but some checked and all compared by disaster squad:

BODY#

70 No fingerprints obtained from body - hands completely mangled & burned - Male

71 Chicago P.D. - all of left hand
Male

72 No fingerprints - ^{Female} hands completely burned off

73 Identified by fingerprints as Ralph Bertl Blodgett male

74 Complete set of prints taken by Chicago P.D.
Identified as James Richard West Male
_{by fpts.}

75 Prints of left hand taken by Chicago P.D.
Identified as Barry Jon Elder, ^{Male} by fingerprints

76 No fingerprints obtained from body Female

77 Probable female - 3 fingers of left hand - not identified by fpts.

Body #

- 78 4 fingers of left hand - female - not
by fpts.
- 79 all fingers rt. hand - 2 fgs left hand -
female - not by fingerprints
- 80 #1 finger & all fingers of left hand - male
identified by fingerprints as W. Roger Rossman
- 81 Fingerprints of left thumb only - female -
not by fpts.
- 82 Fingerprint of rt. thumb and several
fingers left hand - male - identified as
Harold Maurice Jordan
- 83 2 fingerprints of rt. hand and all of
left hand - male - identified as
Wendell Lewis Whitehouse
- 85 1 fingerprint of left thumb - male - identi-
fied as Fronce William Elisor
- 86 No fingerprints - 1 arm gone - the other hand
not printable white male

Body #

87

2 fingerprints of rt. hand - male -
identified as John Richard Beshoar

88

Complete set of prints - male - identified
as Theodore Gregory Baldwin

89

2 fingerprints of rt. hand - male - not
identified with known prints

91

1 fingerprint rt. hand - male - not
identified with known prints

94

5 fingerprints rt. hand, 4 fingerprints left
hand - male - not identified with
known prints

(92)

Female child - not printed

96

1 fingerprint left hand - female - not
identified with known prints

97

1 fingerprint rt. hand - 4 fingerprints left
hand - not ident. with known prints
male

Body#
98

1 fingerprint rt. hand, 2 of left hand - not ident. with known prints. Female

103

2 fingerprints rt. hand, 1 ^{male} left hand - not identical with known prints

104

1 fingerprint from left hand - unable to determine which finger - not with known prints (male)

105

Fingers completely burned - no prints
Male

106

Female child - not fingerprinted - no known prints for this description.

107

1 fingerprint from left hand - not ident. with known prints. Male

108

Fingerprints from 3 fingers of left hand - not with known prints. Female

109

Fingerprints from left thumb & index - with fingerprints Kenneth Max Shull

110

Three fingerprints rt. hand and all of left hand - Christine Elizabeth Hewitt

113

Hands completely burned - ^{Female} no fingerprints

Body #

115 ^{male} Hands completely burned - no fingerprints

124 ^{male} Hands completely burned - no fingerprints

125 1 fingerprint, left index - identified as
Richard Allen Knowland

(2 fgs. rt. hand)

— 1 set of fpts. taken by Chicago, P.D.
and labeled as from body # 91 - but
which were actually from some other
body, # not known - not identified
with known fingerprints

(1)

CRASH OF UNITED AIR LINES FLIGHT 553
BOEING 737, CHICAGO, ILLINOIS
12/8/72
DAMV

Mr. Felt _____
 Mr. Baker _____
 Mr. Callahan _____
 Mr. Cleveland _____
 Mr. Conrad _____
 Mr. Gebhardt _____
 Mr. Jenkins _____
 Mr. Marshall _____
 Mr. Miller, E.S. _____
 Mr. Soyars _____
 Mr. Thompson _____
 Mr. Walters _____
 Tele. Room _____
 Mr. Baise _____
 Mr. Barnes _____
 Mr. Bowers _____
 Mr. Herington _____
 Mr. Conmy _____
 Mr. Mintz _____
 Mr. Eardley _____
 Mrs. Hogan _____

Egnor

(CRASH)

WASHINGTON (UPI) -- THE FBI WAS ACKNOWLEDGED THAT IT MOVED SWIFTLY TO INVESTIGATE A UNITED AIR LINES CRASH IN CHICAGO MAY 8, BUT SAID IT WAS NORMAL PROCEDURE AND THAT AGENTS HAD NOT EVEN KNOW THAT THE WIFE OF WATERGATE CONSPIRATOR E. HOWARD HUNT HAD BEEN KILLED IN THE CRASH.

SOME 50 AGENTS WERE ON THE SCENE AS EARLY AS 45 MINUTES AFTER THE CRASH, IT WAS REVEALED WEDNESDAY.

LETTERS FROM ACTING FBI DIRECTOR WILLIAM RUCKELSHAUS AND JOHN REED, CHAIRMAN OF THE NATIONAL TRANSPORTATION SAFETY BOARD, WERE RELEASED WEDNESDAY BY A HOUSE GOVERNMENT OPERATIONS SUBCOMMITTEE.

NTSB SOURCES HAVE CHARGED THAT THE FBI BARGED IN ON THE INVESTIGATION OF THE CRASH, IN WHICH THEY WOULD NOT NORMALLY BE INVOLVED. THE FBI'S EARLY INVOLVEMENT WITH SO MANY AGENTS RAISED SPECULATION THAT THE FBI SUSPECTED SABOTAGE.

SOME SPECULATED THAT AGENTS HAD BEEN FOLLOWING MRS. HUNT AND KNEW SHE WAS ABOARD THE PLANE, WHICH ALSO CARRIED REP. GEORGE COLLINS, D-ILL., AND 43 OTHERS TO THEIR DEATHS AS IT ATTEMPTED TO LAND AT MIDWAY AIRPORT.

BUT RUCKELSHAUS SAID IN A LETTER TO REED ON MONDAY, "THE FACT THAT MRS. E. HOWARD HUNT WAS ABOARD THE PLANE WAS UNKNOWN TO THE FBI AT THE TIME OUR INVESTIGATION WAS INSTITUTED." AGENTS DETERMINED AFTER 20 HOURS THERE WAS NO SABOTAGE, HE SAID.

HE SAID IT HAD BEEN "LONG STANDING FBI POLICY TO IMMEDIATELY PROCEED TO THE SCENE OF AN AIRPLANE CRASH FOR THE PURPOSE OF DEVELOPING ANY INFORMATION INDICATING A POSSIBLE FEDERAL VIOLATION WITHIN THE INVESTIGATIVE JURISDICTION OF THE FBI."

HE SAID FBI JURISDICTION INVOLVES INVESTIGATIONS FOR SABOTAGE OR OTHER CRIMES ABOARD AIRCRAFT, SUCH AS ASSAULT, MURDER OR INTERFERENCE WITH FLIGHT CREW MEMBERS.

RUCKELSHAUS' LETTER DID NOT SHED ANY LIGHT ON WHY THE FBI MIGHT HAVE SUSPECTED A VIOLATION OF FEDERAL LAW.

REED, IN A LETTER TO RUCKELSHAUS LAST WEEK, SAID THE AGENTS "WAS TAKEN A NUMBER OF NON-TYPICAL ACTIONS RELATING TO THIS ACCIDENT ..."

57 JUN 2 1 1973

WASHINGTON CAPITAL NEWS SERVICE

File 6-11-73

ONE, REED SAID, WAS THAT "FOR THE FIRST TIME IN THE MEMORY OF OUR STAFF, AN FBI AGENT WENT TO THE CONTROL TOWER AND LISTENED TO THE TOWER TAPES BEFORE OUR INVESTIGATORS HAD DONE SO ..."

RUCKELSHAUS REPLIED THAT SPECIAL AGENT ROBERT HARTZ "WAS INVITED BY FEDERAL AVIATION ADMINISTRATION (FAA) PERSONNEL AT THE TOWER TO LISTEN TO THE RECORDING MADE AT THE TOWER OF THE CONVERSATION BETWEEN THE TOWER AND UNITED AIR LINES FLIGHT 353. AT NO TIME DID SA HARTZ REQUEST TO BE ALLOWED TO LISTEN TO THE TAPES."

CHARLES MILLER, DIRECTOR OF THE BUREAU OF AVIATION SAFETY FOR I-55, TOLD THE SUBCOMMITTEE, HOWEVER, THAT THE FBI REQUESTED PERMISSION TO LISTEN TO THE TAPE.

UPI 06-13 05102 PED

UNIDENTIFIED Prints
From Bodies - Taken By
FBI

"Female"

77

78

79

81

96

99






100

26 photos

149-10024-6

Probable
Female

LEFT M
UNDER SIDE OF
EPIDERMIS





LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
				 2nd layer

77

mre.

b6
b7C

LT
#6

LEFT HAND				
6. Thumb	7. Index finger	8. Middle finger	9. Ring finger	10. Little finger
				

#78
LEFT
HAND

- FEM

per H Jordan

L.T. #6






#7







#10






79

Fem

2 # impl

b6
b7C

4

unusable
print

1

1
12

3

5

#79

#9 Finger
Dermis



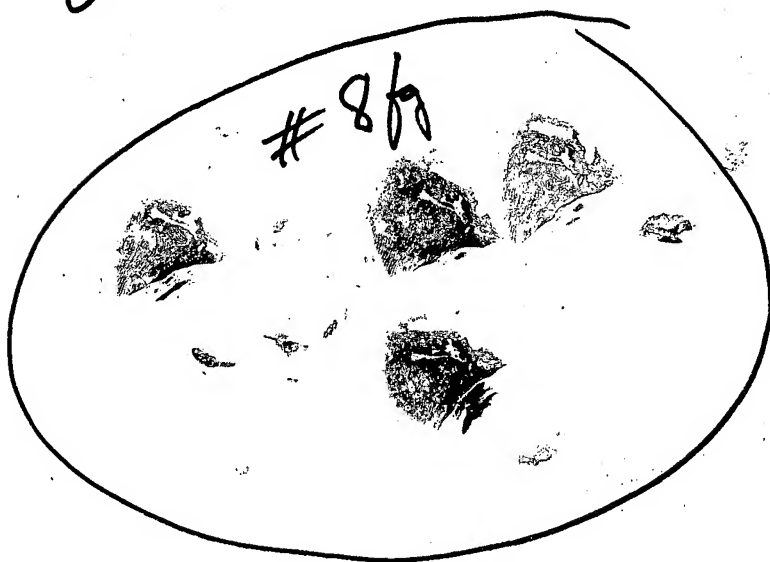
#79

FEM

LT

Dermis

#86



81

FEM

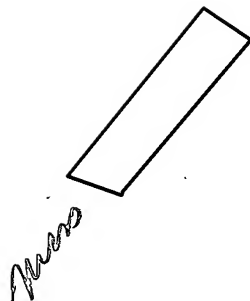
pro Ellison

Epidermis

6



FEM

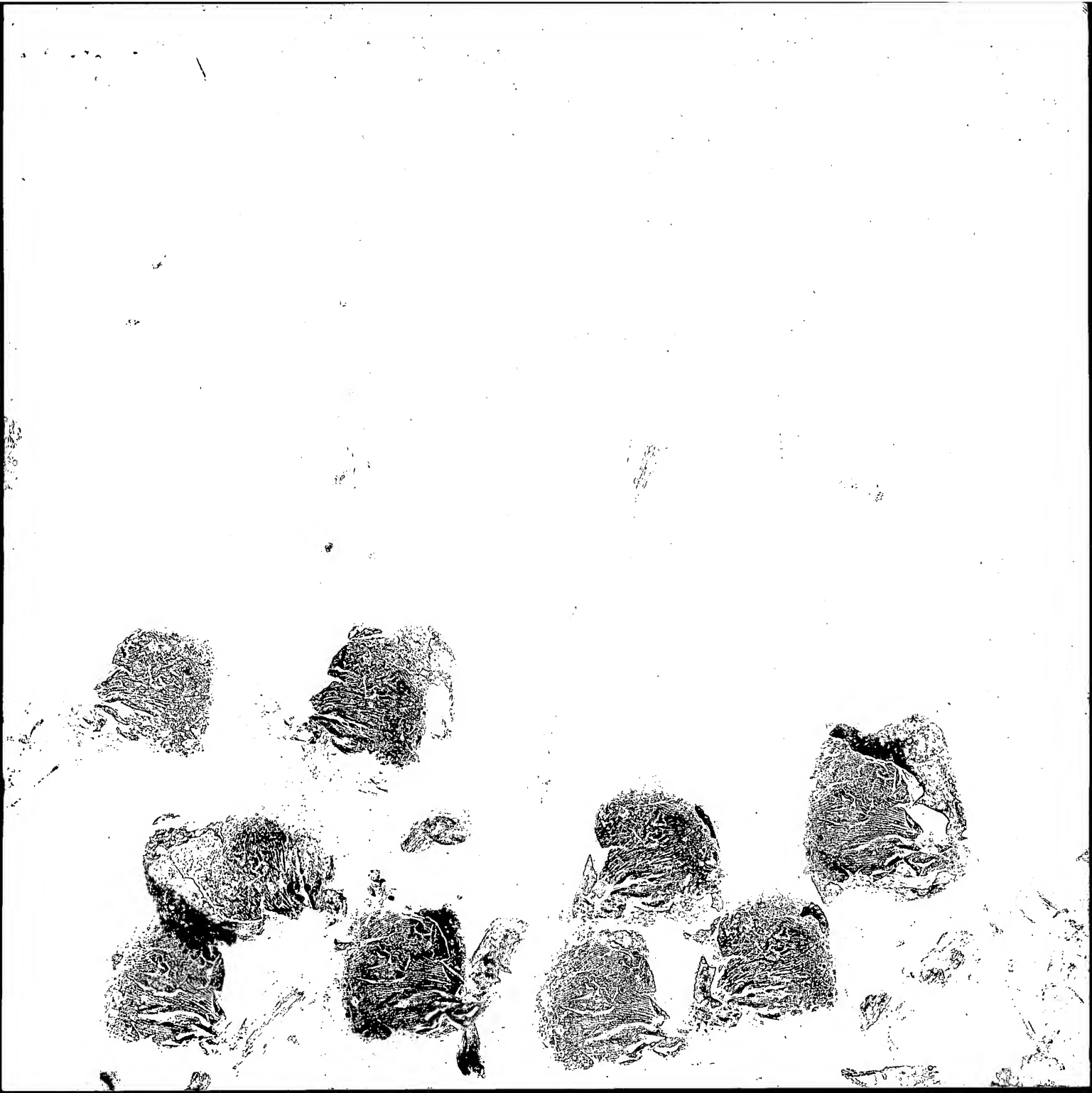


b6
b7C

#96

Back side of epididymis
#9 fg.





98

W. F.

no Hunt (T)

↓
Dermis

7
↓
inside Epidermis

↓
Dermis

6

Dermis

inside Epidermis
↓

#

#

back side
epidermis
#8 fg

back of epidermis
#9

dermis #8 fg

Back side of
epidermis
↓ #6 fg

#108

FEM - UNK

#9 fg

dermis
#9

b6
b7C

#9
dermis

dermis
#9

dermis

#6

UNIDENTIFIED PRINTS
FROM BODIES ——— TAKEN BY FBI

MALE

~~XXXX~~
~~#184~~
~~#294~~

91

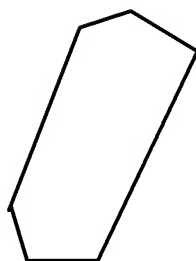
97

104

(also see folder for prints by PD)

149-10024-6

W/M



b6
b7C

Body # 91

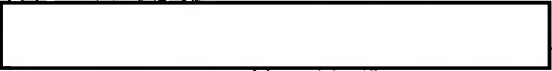
Right Index

2

Fingerprint








#97 PERSONAL IDENTIFICATION

LAST NAME <i>TENTATIVE</i>	FIRST NAME	MIDDLE NAME	SEX <i>M</i>	RACE
SIGN 			HT. (Inches)	WT.

FINGERPRINTS SUBMITTED BY




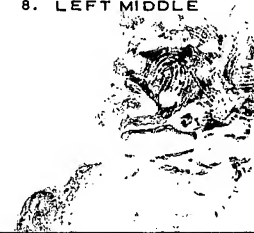


b6
b7C

<i>Body #97 2nd layer</i>				
1. Thumb	2. Index finger	3. Middle finger	4. Ring finger	5. Little finger
				

SCARS AND MARKS

REF.

See Reverse Side for Further Instructions

1. RIGHT THUMB	2. RIGHT INDEX	3. RIGHT MIDDLE	4. RIGHT RING	5. RIGHT LITTLE
	<i>LEFT RING</i>			
6. LEFT THUMB	7. LEFT INDEX	8. LEFT MIDDLE	9. LEFT RING	10. LEFT LITTLE
				

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY	LEFT THUMB	RIGHT THUMB	RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20537

PERSONAL IDENTIFICATION

To obtain classifiable fingerprints:

1. Use printer's ink.
2. Distribute ink evenly on inking slab.
3. Wash and dry fingers thoroughly.
4. Roll fingers from nail to nail, and avoid allowing fingers to slip.
5. Be sure impressions are recorded in correct order.
6. If an amputation or deformity makes it impossible to print a finger, make a notation to that effect in the individual finger block.
7. If some physical condition makes it impossible to obtain perfect impressions, submit the best that can be obtained with a memo stapled to the card explaining the circumstances.
8. Examine the completed prints to see if they can be classified, bearing in mind the following:

Most fingerprints fall into the patterns shown below (other patterns occur infrequently and are not shown here):

PASTE
PHOTOGRAPH HERE
(OPTIONAL)

WHORL



DELTA

THESE LINES RUNNING BETWEEN
DELTA MUST BE CLEAR

ARCH



ARCHES HAVE NO DELTAS

LOOP



CENTER
OF LOOP

DELTA

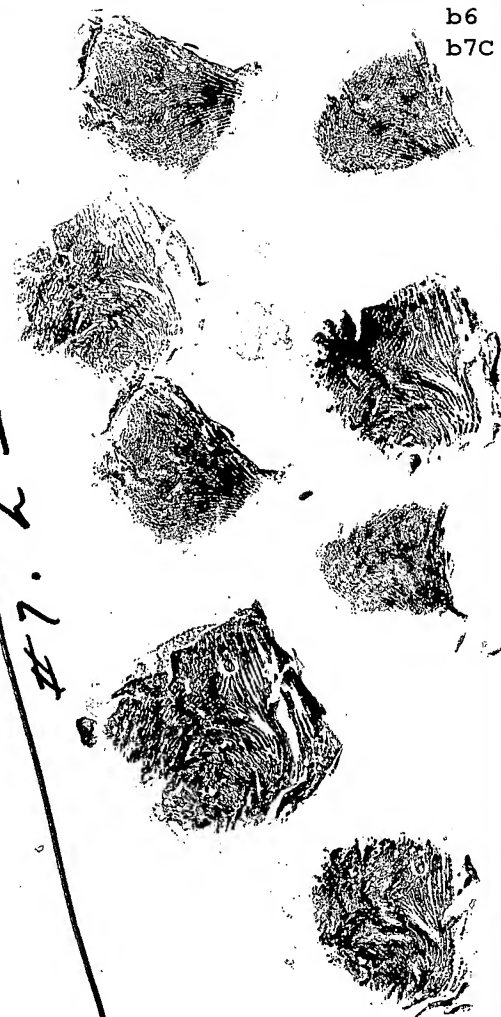
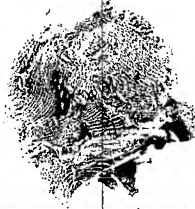
THE LINES BETWEEN CENTER OF
LOOP AND DELTA MUST SHOW

of 1st trial

#97
MALE

#7. L I

L T AL



PERSONAL IDENTIFICATION

LAST NAME

FIRST NAME

MIDDLE NAME

SEX

RACE

M

HT. (Inches)

WT.

HAIR

EYES

DATE OF BIRTH

FINGERPRINTS SUBMITTED BY

SIGNATURE OF PERSON FINGERPRINTED

RESIDENCE OF PERSON FINGERPRINTED

FINGERPRINTED BY

DATE FINGERPRINTED

LEAVE THIS SPACE BLANK

PLACE OF BIRTH

CLASS.

CITIZENSHIP

SCARS AND MARKS

REF.

LEFT MIDDLE

Person to be Notified in Case of Emergency

NAME

ADDRESS

See Reverse Side for Further Instructions

1. RIGHT THUMB

2. RIGHT INDEX

3. RIGHT MIDDLE

4. RIGHT RING

5. RIGHT LITTLE

6. LEFT THUMB

7. LEFT INDEX

8. LEFT MIDDLE

9. LEFT RING

10. LEFT LITTLE

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

REVERSE POSITION

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D.C. 20537

PERSONAL IDENTIFICATION

To obtain classifiable fingerprints:

1. Use printer's ink.
2. Distribute ink evenly on inking slab.
3. Wash and dry fingers thoroughly.
4. Roll fingers from nail to nail, and avoid allowing fingers to slip.
5. Be sure impressions are recorded in correct order.
6. If an amputation or deformity makes it impossible to print a finger, make a notation to that effect in the individual finger block.
7. If some physical condition makes it impossible to obtain perfect impressions, submit the best that can be obtained with a memo stapled to the card explaining the circumstances.
8. Examine the completed prints to see if they can be classified, bearing in mind the following:
Most fingerprints fall into the patterns shown below (other patterns occur infrequently and are not shown here):

PASTE
PHOTOGRAPH HERE
(OPTIONAL)

WHORL



DELTA

THESE LINES RUNNING BETWEEN
DELTAS MUST BE CLEAR

ARCH



ARCHES HAVE NO DELTAS

LOOP



CENTER
OF LOOP

DELTA

THE LINES BETWEEN CENTER OF
LOOP AND DELTA MUST SHOW

LEFT HAND
DEEM'S
? FINGER

104

UNIDENTIFIED PRINTS
FROM BODIES — TAKEN BY
CHICAGO P.D.

MALE

71

~~MALE~~

89

94

103

107

also see # 91 attached to folder

also see folder for pnts by FBI

149-10024-6

LEAVE BLANK

TYPE OR PRINT ALL INFORMATION IN BLACK

FBI

LEAVE BLANK

LAST NAME NAM

FIRST NAME

MIDDLE NAME

(sup)

KRUICK, Jim

ALIASES

CONTRIBUTOR

ORI

ILCPD0000

PD

CHICAGO ILL

DATE OF BIRTH

DOB

Month Day Year

DATE ARRESTED OR RECEIVED DOA

SEX

RACE

HGT.

WGT.

EYES

HAIR

PLACE OF BIRTH

POB

YOUR NO. OCAFBI NO. FBISID NO. SIDSOCIAL SECURITY NO. SOC

CAUTION

LEAVE BLANK

b6

b7C

CLASS.

REF

NCIC CLASS - FPC

CAUTION

☐☐☐☐☐☐☐☐☐☐☐☐☐

STATE USAGE

SIGNATURE OF PERSON FINGERPRINTED

THIS DATA MAY BE COMPUTERIZED IN LOCAL, STATE AND NATIONAL FILES

DATE

CHARGE

FINAL DISPOSITION

1. RIGHT THUMB



2. RIGHT INDEX



3. RIGHT MIDDLE



4. RIGHT RING



5. RIGHT LITTLE



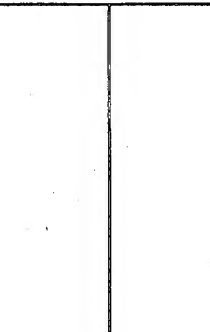
6. LEFT THUMB



7. LEFT INDEX



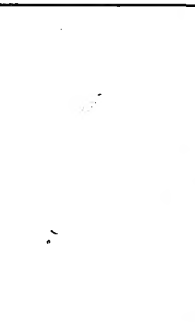
8. LEFT MIDDLE



9. LEFT RING



10. LEFT LITTLE



LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

26365

FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537

PHOTO AVAILABLE? YES ☐ NO ☐

IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.

IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____

STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

- 1.
- 2.
- 3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADM

EMPLOYER: IF U.S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION

RESIDENCE OF PERSON FINGERPRINTED

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMT

BASIS FOR CAUTION ICO

DATE OF OFFENSE DOO

SKIN TONE SKN

MISC. NO. MNU

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-84 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO, IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL for PENAL LAW) AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS.
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO:

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)

WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

ADDITIONAL INFORMATION

UNIDENTIFIED DEAD FROM A PLANE CRASH
8 DEC 72 AT 3714 W 71 ST. PRINTED
AT COOK COUNTY MORQUE 8 DEC. 72
EI 26365

LEAVE BLANK		TYPE OR PRINT ALL INFORMATION IN BLACK LAST NAME <u>NAM</u> FIRST NAME MIDDLE NAME <u>WEST WILLIAM</u>						FBI LEAVE BLANK	
STATE USAGE		ALIASES		CONTRIBUTOR ORI <u>PD CHICAGO ILL</u>					
SIGNATURE OF PERSON FINGERPRINTED		<u>Body 89</u>		DATE ARRESTED OR RECEIVED <u>DOA</u>		SEX RACE HGT. WGT. EYES HAIR		DATE OF BIRTH <u>DOB</u> Month Day Year	
THIS DATA MAY BE DATE		YOUR NO. <u>OCA</u> <u>EEX376</u>		FBI NO. <u>FBI</u>		SID NO. <u>SID</u>		PLACE OF BIRTH <u>POB</u> <u>b6 b7C</u>	
CHARGE		SOCIAL SECURITY NO. <u>SOC</u>		CLASS.		REF		NCIC CLASS - FPC	
FINAL DISPOSITION		CAUTION							
1. RIGHT THUMB		2. RIGHT INDEX		3. RIGHT MIDDLE		4. RIGHT RING		5. RIGHT LITTLE	
6. LEFT THUMB		7. LEFT INDEX		8. LEFT MIDDLE		9. LEFT RING		10. LEFT LITTLE	
LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY		LEFT THUMB		RIGHT THUMB		RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY			

26376

FEDERAL BUREAU OF INVESTIGATION; UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537

PHOTO AVAILABLE? YES ☐ NO ☐

IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.

IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____

STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

1.
2.
3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADM

EMPLOYER: IF U. S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION

RESIDENCE OF PERSON FINGERPRINTED

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMT

BASIS FOR CAUTION ICO

DATE OF OFFENSE DOO

SKIN TONE SKN

MISC. NO. MNU

ADDITIONAL INFORMATION

UNIDENTIFIED DEAD FROM A PLANE
CRASH 8 DEC 72 AT 3714 W 71 ST.
PRINTED AT THE COOK COUNTY MORQUE
8 DEC 72

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-04 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO; IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT, IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS' ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL for PENAL LAW AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS).
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO:

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)

WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

LEAVE BLANK

EF 26376

LEAVE BLANK

TYPE OR PRINT ALL INFORMATION IN BLACK
LAST NAME NAM FIRST NAME MIDDLE NAME

FBI LEAVE BLANK

McNAIR, WILLIAM (Deso)

ALIASES

CONTRIBUTOR

ORI

ILCPD0000

PD

CHICAGO ILLDATE OF BIRTH DOB
Month Day YearDATE ARRESTED OR RECEIVED DOA

SEX

RACE

HGT.

WGT.

EYES

HAIR

PLACE OF BIRTH POBYOUR NO. OCAFBI NO. FBISID NO. SIDSOCIAL SECURITY NO. SOC

LEAVE BLANK

CLASS. _____

REF _____

NCIC CLASS - FPC

CAUTION

☐

1. RIGHT THUMB

2. RIGHT INDEX

3. RIGHT MIDDLE

4. RIGHT RING

5. RIGHT LITTLE



6. LEFT THUMB

7. LEFT INDEX

8. LEFT MIDDLE

9. LEFT RING

10. LEFT LITTLE

UNIDENTIFIED DEAD FROM
PLANE CRASH AT 3714 W. 71ST
PRINTED AT CC MORGUE 8 DEC. 72

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

FI 26393

FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537

PHOTO AVAILABLE? YES ☐ NO ☐

IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.

IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____

STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

- 1.
- 2.
- 3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADN

EMPLOYER: IF U. S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION

RESIDENCE OF PERSON FINGERPRINTED

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMT

BASIS FOR CAUTION ICO

DATE OF OFFENSE DOO

SKIN TONE SKN

MISC. NO. MNU

ADDITIONAL INFORMATION

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-84 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO, IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., "ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL FOR PENAL LAW) AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS.
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO:

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)

WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

LEAVE BLANK

LEAVE BLANK

TYPE OR PRINT ALL INFORMATION IN BLACK

FBI

LEAVE BLANK

LAST NAME NAM

FIRST NAME

MIDDLE NAME

WEATHERS CARL

STATE USAGE

ALIASES

CONTRIBUTOR

ORI

ILCPD0000RDCHICAGO ILLDATE OF BIRTH DOB

Month Day Year

SIGNATURE OF PERSON FINGERPRINTED

Body 103DATE ARRESTED OR RECEIVED DOASEXRACEHGT.WGT.EYESHAIRPLACE OF BIRTH POB

THIS DATA MAY BE

DATE

SI

CHARGE

YOUR NO. OCAEE DG 389FBI NO. FBISID NO. SIDSOCIAL SECURITY NO. SOC

LEAVE BLANK

CLASS.

REF

NCIC CLASS - FPC

CAUTION

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

b6

b7C

1. RIGHT THUMB

2. RIGHT INDEX

3. RIGHT MIDDLE

4. RIGHT RING

5. RIGHT LITTLE

6. LEFT THUMB

7. LEFT INDEX

8. LEFT MIDDLE

9. LEFT RING

10. LEFT LITTLE

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

26389

FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537

PHOTO AVAILABLE? YES ☐ NO ☐

IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.

IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____

STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

1.
2.
3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADN

EMPLOYER: IF U. S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION _____

RESIDENCE OF PERSON FINGERPRINTED _____

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMT

BASIS FOR CAUTION ICO

DATE OF OFFENSE DOO

SKIN TONE SKN

MISC. NO. MNU

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-84 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO, IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL for PENAL LAW) AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS.
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO:

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)

WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

ADDITIONAL INFORMATION

UNIDENTIFIED DEAD FROM A PLANE CRASH
8 DEC 72 AT 3714 W 71 ST. PRINTED
AT COOK COUNTY MORGUE 8 DEC. 72

LEAVE BLANK

ET 26389

LEAVE BLANK

TYPE OR PRINT ALL INFORMATION IN BLACK

FBI

LEAVE BLANK

LAST NAME NAM

FIRST NAME

MIDDLE NAME

COLLINS, GEORGE

STATE USAGE

ALIASES

CONTRIBUTOR

ORI

ILCPD0000

PD

CHICAGO ILLDATE OF BIRTH DOB

Month Day Year

SIGNATURE OF PERSON FINGERPRINTED

Boh 107

THIS DATA MAY BE COMPUTERIZED IN FILES

DATE ARRESTED OR RECEIVED DOASEXRACEHGT.WGT.EYESHAIRPLACE OF BIRTH POB

DATE

CHARGE

YOUR NO. OCAEE 26397FBI NO. FBISID NO. SIDSOCIAL SECURITY NO. SOC

LEAVE BLANK

b6

b7C

CLASS.

REF

NCIC CLASS - FPC

CAUTION

☐

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

1. RIGHT THUMB

2. RIGHT INDEX

3. RIGHT MIDDLE

4. RIGHT RING

5. RIGHT LITTLE

6. LEFT THUMB

7. LEFT INDEX

8. LEFT MIDDLE

9. LEFT RING

10. LEFT LITTLE

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

26397

FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537PHOTO AVAILABLE? YES ☐ NO ☐IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

- 1.
- 2.
- 3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADMEMPLOYER: IF U. S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION _____

RESIDENCE OF PERSON FINGERPRINTED _____

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMTBASIS FOR CAUTION ICODATE OF OFFENSE DOOSKIN TONE SKNMISC. NO. MNU

ADDITIONAL INFORMATION

UNIDENTIFIED. DEAD FROM PLANE CRASH AT
3714 W. 71ST. 8 DEC 72. PRINTED AT C.C.
MORQUE 8 DEC 72

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST-EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-84 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO, IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL for PENAL LAW) AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS.
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO: _____

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

LEAVE BLANK

EI 26397

LEAVE BLANK

TYPE OR PRINT ALL INFORMATION IN BLACK

FBI

LEAVE BLANK

STATE USAGE

SIGNATURE OF PERSON FINGERPRINTED

THIS DATA MAY

DATE

CHARGE

FINAL DISPOSITION

DATE ARRESTED OR RECEIVED DOA

YOUR NO. OCA

FBI NO. FBI

SID NO. SID

SOCIAL SECURITY NO. SOC

CAUTION

CONTRIBUTOR

ORI

PD

CHICAGO ILL

DATE OF BIRTH DOB
Month Day Year

PLACE OF BIRTH POB

SEX

RACE

HGT.

WGT.

EYES

HAIR

LEAVE BLANK

CLASS.

REF

NCIC CLASS - FPC

b6

b7C

1. RIGHT THUMB

2. RIGHT INDEX

3. RIGHT MIDDLE

4. RIGHT RING

5. RIGHT LITTLE

6. LEFT THUMB

7. LEFT INDEX

8. LEFT MIDDLE

9. LEFT RING

10. LEFT LITTLE

LEFT FOUR FINGERS TAKEN SIMULTANEOUSLY

LEFT THUMB

RIGHT THUMB

RIGHT FOUR FINGERS TAKEN SIMULTANEOUSLY

26377 FEDERAL BUREAU OF INVESTIGATION, UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20537

PHOTO AVAILABLE? YES ☐ NO ☐

IF AVAILABLE, PASTE PHOTO OVER INSTRUCTIONS
IN DOTTED AREA. →

(DO NOT USE STAPLES)

SINCE PHOTOGRAPH MAY BECOME DETACHED INDICATE NAME,
DATE TAKEN, FBI NUMBER, CONTRIBUTOR AND ARREST NUMBER
ON REVERSE SIDE, WHETHER ATTACHED TO FINGERPRINT CARD OR
SUBMITTED LATER.

IF ARREST FINGERPRINTS SENT FBI PREVIOUSLY AND FBI NO. UNKNOWN,
FURNISH ARREST NO. _____ DATE _____

STATUTE CITATION (SEE INSTRUCTION NO. 9) CIT

1.
2.
3.

ARREST DISPOSITION (SEE INSTRUCTION NO. 5) ADN

EMPLOYER: IF U. S. GOVERNMENT, INDICATE SPECIFIC AGENCY.
IF MILITARY, LIST BRANCH OF SERVICE AND SERIAL NO.

OCCUPATION

RESIDENCE OF PERSON FINGERPRINTED

SCARS, MARKS, TATTOOS, AND AMPUTATIONS SMT

BASIS FOR CAUTION ICO

DATE OF OFFENSE DOO

SKIN TONE SKN

MISC. NO. MNU

ADDITIONAL INFORMATION

UNIDENTIFIED DEAD FROM A PLANE CRASH
8 DEC 72 AT 3714 W 71ST. PRINTED AT
COOK COUNTY MORGUE. 8 DEC 72

INSTRUCTIONS

1. UNLESS OTHERWISE PROVIDED BY REGULATION IN YOUR STATE, FINGERPRINTS ARE TO BE SUBMITTED DIRECTLY TO FBI IDENTIFICATION DIVISION. FORWARD IMMEDIATELY FOR MOST EFFECTIVE SERVICE.
2. FINGERPRINTS SHOULD BE SUBMITTED BY ARRESTING AGENCY ONLY (MULTIPLE PRINTS ON SAME CHARGE SHOULD NOT BE SUBMITTED BY OTHER AGENCIES SUCH AS JAILS, RECEIVING AGENCIES, ETC.). REQUEST COPIES OF FBI IDENTIFICATION RECORD FOR ALL OTHER INTERESTED AGENCIES IN BLOCK BELOW. GIVE COMPLETE MAILING ADDRESS, INCLUDING ZIP CODE.
3. TYPE OR PRINT ALL INFORMATION.
4. NOTE AMPUTATIONS IN PROPER FINGER BLOCKS.
5. LIST FINAL DISPOSITION IN BLOCK ON FRONT SIDE. IF NOT NOW AVAILABLE, SUBMIT LATER ON FBI FORM R-84 FOR COMPLETION OF RECORD. IF FINAL DISPOSITION NOT AVAILABLE SHOW PRE-TRIAL OR ARRESTING AGENCY DISPOSITION, e. g., RELEASED, NO FORMAL CHARGE, BAIL, TURNED OVER TO, IN THE ARREST DISPOSITION BLOCK PROVIDED ON THIS SIDE.
6. MAKE CERTAIN ALL IMPRESSIONS ARE LEGIBLE, FULLY ROLLED AND CLASSIFIABLE.
7. CAUTION - CHECK BOX ON FRONT IF CAUTION STATEMENT INDICATED. BASIS FOR CAUTION (ICO) MUST GIVE REASON FOR CAUTION, e. g., ARMED AND DANGEROUS, SUICIDAL, ETC.
8. MISCELLANEOUS NUMBER (MNU) - SHOULD INCLUDE SUCH NUMBERS AS MILITARY SERVICE, PASSPORT AND/OR VETERANS ADMINISTRATION (IDENTIFY TYPE OF NUMBER).
9. PROVIDE STATUTE CITATION, IDENTIFYING SPECIFIC STATUTE (example - PL for PENAL LAW) AND CRIMINAL CODE CITATION INCLUDING ANY SUB-SECTIONS.
10. ALL INFORMATION REQUESTED IS ESSENTIAL.

SEND COPY TO:

REPLY DESIRED? YES ☐ NO ☐

(REPLY WILL BE SENT IN ALL CASES IF SUBJECT FOUND TO BE WANTED)

IF COLLECT WIRE OR COLLECT TELEPHONE REPLY
DESIRED, INDICATE HERE: (WIRE SENT ON ALL UNKNOWN DECEASED)

WIRE REPLY ☒ TELEPHONE REPLY ☐ TELEPHONE NO. AND AREA CODE _____

LEAVE BLANK

LEAVE BLANK

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

JUN 06 1973

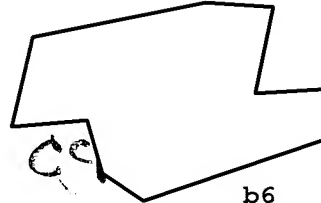
TELETYPE

NR017 CG PLAIN

642PM URGENT 6-6-73 RWR

TO ACTING DIRECTOR (149-10024)

FROM CHICAGO (149-1060) 4P



b6
b7C

Mr. Felt	_____
Mr. Baker	_____
Mr. Callahan	_____
Mr. Cleveland	_____
Mr. Conrad	_____
Mr. Gebhardt	_____
Mr. Jenkins	_____
Mr. Marshall	_____
Mr. Miller, E.S.	_____
Mr. Soyars	_____
Mr. Thompson	_____
Mr. Walters	_____
Tele. Room	_____
Mr. Boise	_____
Mr. Barnes	_____
Mr. Bowers	_____
Mr. Herington	_____
Mr. Conmy	_____
Mr. Mintz	_____
Mr. Eardley	_____
Mrs. Hogan	_____

CRASH OF UNITED AIRLINES FLIGHT 553, BOEING 737, CHICAGO, ILLINOIS,
12-872. DAMV. 00: CHICAGO.

RE BUREAU FACSIMILE THIS DATE.

FOR INFO OF BUREAU, RESULTS OF ALL INVESTIGATION CONDUCTED BY THE CHICAGO OFFICE CONCERNING CAPTIONED CRASH WERE MADE AVAILABLE TO THE NATIONAL TRANSPORTATION SAFETY BOARD (NTSB) IMMEDIATELY AFTER IT WAS DETERMINED THAT THERE WAS APPARENTLY NO VIOLATION OF THE DAMV STATUTE IN THIS CRASH. THERE IS NO FURTHER INFORMATION IN THE CHICAGO FILE CONCERNING THIS CRASH. THIS INFORMATION WAS FURNISHED TO NTSB ON DECEMBER 11, 1972. AS THE BUREAU IS AWARE, THE PURPOSE OF THE FBI INVESTIGATION WAS TO DETERMINE IF THERE WAS A VIOLATION OF THE DAMV STATUTE IN CONNECTION WITH THE CRASH. APPROXIMATELY 50 PERSONNEL ARRIVED AT THE SCENE OF THE CRASH, STARTING WITHIN 45 MINUTES OF THE CRASH AND CONTINUING FOR AN ADDITIONAL HOUR. AGENTS WERE DISPATCHED TO THE TOWER AT MIDWAY AND TO INTERVIEW FLIGHT ATTENDANTS INASMUCH AS THESE WERE LOGICAL INVESTIGATIVE STEPS TO DETERMINE IF THERE WAS A POSSIBILITY OF SABOTAGE IN THE CRASH OF THE AIRCRAFT.

END PAGE ONE

JUN 25 1973

JUN 20 1973

REC-32

149-10024-7

SIX

PAGE TWO

THE FACT THAT AGENTS ARRIVED BEFORE NTSB INVESTIGATORS IS CERTAINLY NO REFLECTION ON THE FBI, BUT PERHAPS ON NTSB. THE TECHNICAL ABILITY OF THE AGENTS WHO RECOGNIZED THE STALL SIGNAL IN THE VOICE RECORDER OCCASIONED SOME COMMENT FROM NTSB INASMUCH AS THEY WERE OBVIOUSLY NOT AWARE OF THE ABILITIES OF OUR INVESTIGATORS. THERE WAS NOTHING UNUSUAL ON THE PART OF THE FBI IN ITS INVESTIGATION NOR WAS IT A NON-TYPICAL INVESTIGATIVE PROCEDURE. THE CHICAGO OFFICE DISPATCHED SUFFICIENT PERSONNEL TO CONDUCT INVESTIGATION IN AN EFFORT TO DETERMINE IF THERE WAS A VIOLATION. WHEN IT WAS DEVELOPED THAT THERE APPARENTLY WAS NO VIOLATION OVER WHICH THIS BUREAU HAD JURISDICTION ALL OUR INFORMATION WAS TURNED OVER TO NTSB. NTSB HAS RECEIVED COPIES OF ALL INTERVIEWS CONDUCTED BY THE FBI IN THIS INVESTIGATION AND THERE IS NOTHING WHATSOEVER IN THE CHICAGO FILE WHICH COULD BE ADDED TO THE INFORMATION ALREADY FURNISHED.

IT IS POINTED OUT THAT AT THE SCENE OF THE CRASH, NTSB INVESTIGATORS AND FAA REPRESENTATIVES AS WELL AS REPRESENTATIVES OF UNITED AIRLINES WERE MOST APPRECIATIVE OF THE ACTIONS OF THE FBI. AT NO TIME DID THE FBI INTERFERE WITH THE ACTIONS OF THE CHICAGO

END PAGE TWO

2

PAGE THREE

PD OR WITH THE CHICAGO FIRE DEPARTMENT, ON WHOM RESPONSIBILITY RESTED TO SECURE THE SITE OF THE CRASH AND TO CONTROL THE CROWDS. CHICAGO PD ALSO EXPRESSED APPRECIATION OF FBI PRESENCE AT CRASH SCENE.

IT IS POINTED OUT ALSO THAT IN THE LETTER TO ACTING DIRECTOR RUCKELSHAUS FROM JOHN H. REED IT IS MENTIONED THAT MRS. E. HOWARD HUNT WAS KILLED IN THE CRASH AND SHE IS THE WIFE OF AN INDIVIDUAL CONNECTED IN THE WATERGATE INVESTIGATION. FOR THE INFORMATION OF THE BUREAU, THE CHICAGO OFFICE WAS NOT AWARE OF THIS RELATIONSHIP AT THE TIME IT ARRIVED AT THE SCENE OF THE CRASH AND WAS NOT AWARE OF HER IDENTITY UNTIL THE FBI PRELIMINARY INVESTIGATION WAS COMPLETED. THE FACT THAT SHE WAS ABOARD THAT AIRCRAFT HAD ABSOLUTELY NOTHING TO DO WITH FBI ACTION IN THIS INSTANCE. THE FACT THAT \$10,000 WAS FOUND IN THE POSSESSION OF MRS. HUNT BY PERSONS WHO WERE CONDUCTING SALVAGE OPERATIONS OF THE AIRCRAFT ALSO OCCURRED AFTER THE FBI HAD REMOVED ITSELF FROM THE IMMEDIATE INVESTIGATION. IT IS POINTED OUT THAT THERE WAS ABSOLUTELY NO REASON FOR ANYBODY TO MAKE AN ALLEGATION THAT THE FBI PARTICIPATED IN THIS INVESTIGATION BECAUSE IT WAS CONNECTED WITH WATERGATE.

END PAGE THREE

PAGE FOUR

IT IS ALSO POINTED OUT THAT THE DISASTER SQUAD FROM THE IDENTIFICATION DIVISION ARRIVED IN CHICAGO SHORTLY AFTER THE DISASTER AND IN COOPERATION WITH UNITED AIRLINES, THE CHICAGO PD EFFECTED IDENTIFICATION OF THE DEAD PASSENGERS. THIS WAS ROUTINE INVESTIGATION ON THE PART OF THE FBI AND HAD ABSOLUTELY NO CONNECTION WITH A POSSIBLE DAMV VIOLATION.

IT IS AGAIN REITERATED THERE WAS ABSOLUTELY NOTHING UNUSUAL OR UNTYPICAL IN THE FBI'S PARTICIPATION OF THIS CRASH. THE INVESTIGATION OF THE ACTUAL CRASH WAS TERMINATED WITHIN 20 HOURS OF THE ACCIDENT AND ALL PERTINENT INFORMATION FURNISHED TO NTSB.

END

HOLD

JUN 07 1973

TELETYPE

FROM CHICAGO (149-1060) 2P

Mr. Felt _____
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Ge _____
Mr. Jenkins _____
Mr. Marshall _____
Mr. Miller, E.S. _____
Mr. Soyars _____
Mr. Thompson _____
Mr. Walters _____
Tele. Room _____
Mr. Baize _____
Mr. Barnes _____
Mr. _____
Mr. _____
Mr. Conroy _____
Mr. _____
Mr. Eardley _____
Mrs. Hogan _____

b6
b7C

EX-109

REC-32

JUN 20 1973

27 JUN 25 1971

PAGE TWO

FAA PERSONNEL AGREED THAT SA HARTZ WAS RIGHT AND IMMEDIATELY NOTIFIED FAA HEADQUARTERS IN WASHINGTON.

THE RESULTS OF THE CHICAGO FBI INVESTIGATION WERE TURNED OVER TO MR. [REDACTED] OF NTSB ON DECEMBER 11, 1972. MR. [REDACTED] WAS MOST PROFUSE IN HIS THANKS TO THE FBI FOR THIS ASSISTANCE

IN THIS INVESTIGATION.

END

b6
b7c

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Gebhardt *RGH*

FROM : R. F. Bates *RFB*

SUBJECT: CRASH OF UNITED AIR LINES
FLIGHT 553, CHICAGO, ILLINOIS
12/8/72
DESTRUCTION OF AIRCRAFT OR
MOTOR VEHICLES

DATE: June 14, 1973

- 1 - Mr. Gebhardt
- 1 - Mr. Bates
- 1 - Mr. [redacted]
- 1 - Mr. [redacted]
- 1 - Mr. Thompson
- 1 - Mr. Bowers

Mr. Felt _____
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Edwards _____
Mr. Jenkins _____
Mr. Marshall _____
Mr. Miller, E.S. _____
Mr. Soyars _____
Mr. Thompson _____
Mr. Walters _____
Tele. Room _____
Mr. Baise *JB*
Mr. Barnes _____
Mr. Bowers _____
Mr. Herington _____
Mr. Conny _____
Mr. Mintz _____
Mr. Eardley _____
Mrs. Hogan _____

b6
b7C

Reference is made to memorandum of Mr. Baise to Mr. Bowers, June 13, 1973, regarding captioned matter in which Mr. Ruckelshaus requested we review the files regarding aircraft crashes and determine if our investigation in above matter was the first time the FBI has interviewed witnesses before representatives of the National Transportation Safety Board (NTSB) arrived on the scene. It is noted that Chairman John H. Reed, NTSB, both in his letter to Mr. Ruckelshaus, June 5, 1973, and in his testimony before the House Government Activities Subcommittee hearings regarding certification of light aircraft on June 13, 1973, stated the FBI's investigative activities in this particular case were unusual in that they interviewed witnesses and listened to tower tapes prior to NTSB having done so. *DC*

Upon receipt of Mr. Reed's letter of June 5, 1973, we promptly reviewed approximately 80 aircraft crash files dating back to 1960 for the express purpose of determining whether or not captioned case was the first incident where FBI Agents interviewed surviving witnesses, including flight attendants, prior to NTSB's arrival. We also attempted, through a review of those files, to determine if this case was the only one in which FBI representatives listened to the tower tapes prior to NTSB having done so. We were unable to establish those facts from our files because the time element regarding our interviews has heretofore never been questioned. It is the unspecified recollection of some FBI Headquarters personnel familiar with aircraft crash matters that we have previously interviewed witnesses prior to NTSB. *ST-105*

It is and has been, as pointed out in our letter to Mr. Reed of June 11, 1973, the FBI's policy to respond to these emergencies as quickly as possible to determine if a violation within our investigative jurisdiction exists and to render all possible assistance to NTSB, including the services of our disaster team. In some instances FBI Agents have responded to aircraft crashes immediately via helicopter, as we did in the crash of Eastern Airlines Flight 401 in the Florida Everglades, *2 JUN 21 1973* Florida, on

Enc. - Sent 6-19-73

NSI:jyl (7)
100 JUL 5 1973
FBI

CONTINUED - OVER

PERS. REC. UNIT

Memorandum to Mr. Gebhardt
Re: CRASH OF UAL FLIGHT 553,
CHICAGO, ILLINOIS, 12/8/72

December 29, 1972. In one specific incident concerning the crash of Alaska Airlines Flight 1866 near Juneau, Alaska, on September 4, 1971, NTSB representatives reached the crash scene two days following the actual crash. In the meanwhile, the FBI was conducting investigation and rendering whatever assistance possible concerning the identification of the victims. NTSB representatives have previously advised the Bureau due to the limited number of their regional offices and small number of employees, it is difficult for them to respond as quickly as does the FBI to the scene of an aircraft crash.

As a practical matter, aircraft crashes are ^{generally} deemed to be caused by factors other than criminal actions, such as mechanical failure or pilot error, and our field office representatives on the scene terminate their investigative efforts once the cause of the crash has been determined, generally by the Federal Aviation Administration or NTSB. Our field offices do not as a matter of policy advise Bureau Headquarters whether or not our investigation and interviews are conducted prior to the arrival of NTSB. However, if it is deemed desirable by Mr. Ruckelshaus, we could canvass a selected number of our field offices who have handled aircraft crashes within their Division to determine if investigative personnel there recall specifically whether or not the FBI has previously interviewed witnesses prior to NTSB representatives having done so.

ACTION:

None. For information.

Wap

RSg

RSg

REP

JS

Routing Slip
FD-4 (Rev. 12-22-69)

Date 6-5-73

To: ☐ Director

Att.: CW

FILE

Title

UNITED AIRLINES

☐ SAC

☐ ASAC

☐ Supv.

☐ Agent

☐ SE

☐ IC

☐ CC

☐ Steno

☐ Clerk

☐ Rotor #:

ACTION DESIRED

☐ Acknowledge

☐ Assign Reassign

☐ Bring file

☐ Call me

☐ Correct

☐ Deadline

☐ Deadline passed

☐ Delinquent

☐ Discontinue

☐ Expedite

☐ File

☐ For information

☐ Handle

☐ Initial & return

☐ Leads need attention

☐ Return with explanation or notation as to action taken.

☐ Open Case

☐ Prepare lead cards

☐ Prepare tickler

☐ Return assignment card

☐ Return file

☐ Search and return

☐ See me

☐ Serial #

☐ Post

☐ Recharge

☐ Return

☐ Send to

☐ Submit new charge out

☐ Submit report by

☐ Type

NOT RECORDED

10 JUN 13 1973

Per conversation between Bureau Supervisor
JOHN ADAMS and KEN GRANT of Chicago, enclosed
are xerox copies of all material made available
to NTSB concerning United 553 Crash.

SAC R. G. HELD

Office CHICAGO

See reverse side
ENCLOSURE ATTACHED

☆ GPO: 1972 472-390/10

55 JUN 15 1973

F 98

149-10024-

ENCLOSURE

FEDERAL BUREAU OF INVESTIGATION

Date of transcription December 9, 1972

1

Mrs. [redacted]
[redacted], Virginia, telephone [redacted] was interviewed at Holy Cross Hospital, 2701 West 68th Street, Chicago, Illinois. Mrs. [redacted] advised she is currently employed as a stewardess for United Air Lines (UAL), based in Washington, D.C. and has been so employed for approximately [redacted] years.

b6
b7C

On December 8, 1972, she advised she was assigned as a stewardess in the coach section of UAL flight 553, departing Washington, D.C. at Omaha, Nebraska with one stop at Chicago, Illinois. Concerning the UAL flight 553 of December 8, 1972, Mrs. [redacted] furnished the following information:

Mrs. [redacted] advised that the UAL crew assigned to flight 553 for December 8, 1972, was composed of the captain, co-pilot, flight engineer, and three stewardesses, including herself. The identities of the members of the cockpit crew, that is the captain, co-pilot, and flight engineer are unknown although she recognized them and is confident that she has flown with them as a member of the crew on previous occasions. She stated that in addition to herself, two other stewardesses were assigned to this flight, a Mrs. [redacted] whose first name is known to her only as [redacted] and a third stewardess, [redacted]. These stewardesses are also based in Washington, D.C. Mrs. [redacted] recalled that [redacted] was assigned as a stewardess in the first-class section for the flight in question and she, Mrs. [redacted] assisted [redacted] as a stewardess in the coach section. Both [redacted] and [redacted] have been employed by UAL as stewardesses for a number of years.

b6
b7C

Mrs. [redacted] advised that the flight crew had a scheduled 12:40 PM check-in time for flight 553, which was to depart Washington, D.C. National Airport at 1:40 PM that day. She estimated that she personally arrived at the airport at approximately 12:30 PM and noted that Mrs. [redacted] arrived at the same time.

b6
b7C

Mrs. [redacted] stated that in accordance with airline procedure, it is normal for the flight crew to board the departing aircraft about 30 minutes before departure time. She stated that ~~it is her recollection she boarded the aircraft with the other~~

Interviewed on 12/8/72 at Chicago, Illinois.File # CG 149- 1060-12by SAs ROBERT J. DOLAN, [redacted]
and JOHN W. ROBERTS, JR.:MAHDate dictated 12/9/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency, nor duplicated within your agency.

two stewardesses assigned at about 1:10 PM on the day in question. Mrs. [] stated that flight 553 of December 8, 1972, was assigned to a Boeing 737 aircraft. As they boarded the plane, she recalled that they were aware that the flight engineer was then aboard since his flight bag was observed. It is the usual procedure that the flight engineer boards early to run his instrument checks. Mrs. [] stated that after the stewardesses had boarded the aircraft, the flight engineer made a tour of the airplane as is normal procedure before passenger boarding. She stated that while she is not personally acquainted with the flight engineer, he is known to her as []

b6
b7C

Other than the three stewardesses and [] no other individuals were aboard the airplane in question at that time. The stewardesses commenced to discharge the various duties assigned them before passengers are boarded. Normally the duties assigned to stewardesses at this time, Mrs. [] stated includes such things as checking oxygen equipment, over-head racks, seating area; etc. These were the things that the three stewardesses on flight 553 did at this time. She explained that she personally walked to the rear of the aircraft and entered the restroom to insure it was properly equipped for the flight. Mrs. [] stated that this inspection of the interior of the aircraft by the stewardesses revealed nothing of an unusual nature was present in the airplane.

Before boarding passengers, the catering staff brought food aboard the airplane, which procedure was normal in every respect. In addition to the stewardesses and catering personnel, the only other individual to board before the passengers was a Passenger Service Agent from UAL who advised concerning certain passengers that were to be preboarded. While aboard the aircraft the Passenger Service Agent, as is his custom, made a visual inspection of the cabin area.

Airline personnel at approximately this time brought an invalid passenger aboard the airplane by means of a fork-lift truck. Mrs. [] stated that the boarding of this passenger was handled by Mrs. [] and she knew little of the details concerning that passenger. She stated she could describe her only as an elderly Negro woman wearing a neck brace and carrying

b6
b7C

148

a cane. While Mrs. [] tended to the boarding of this passenger, she, Mrs. [] continued with her preboarding duties. In addition to the invalid woman brought aboard, a woman and her infant son were also boarded in advance of regular passengers. This woman, she stated, was assigned to the first row of the coach section. Although she could not identify her by name, Mrs. [] described this woman as a white female in her [] approximately [] in height, attired in a green pantsuit. She carried a white totebag. This passenger was ticketed to Omaha, Nebraska. She had a green backpack. Her infant son, she recalled, wore yellow booties. Airline personnel later brought aboard a box containing clothing for the baby which included a fuzzy orange baby nightgown. Mrs. [] stated that a family of six was then boarded, whom she could not fully identify. This family consisted of a mother, father, and four children, the children consisting of [] and []. The ages of the children ran from [] to [] years and she stated she recalled there were "two odd and two even". She related that she learned the children were ages [] and []. Mrs. [] described the father as very slender, age approximately [], medium height, [] hair. He was attired in a blue shirt, dark pants, and wore no suitcoat. She had no recollection of luggage carried. The mother, she stated, was also slightly built, approximately [] years of age, with [] hair, and attired in a rust colored sweater and slacks. Mrs. [] stated that she talked with these children during the course of the flight and during conversations recalled one of the girls mentioning Germany and commenting in this regard that she, the little girl, had her hair cut short while in Germany. Mrs. [] had the impression that this occurrence was approximately one year ago.

Mrs. [] stated that other than those previously mentioned, she had no specific recollection of other passengers aboard flight 553.

Concerning the number of passengers aboard this flight, Mrs. [] explained it was normal procedure for a passenger count to be made prior to departure of the flight. She stated that she and Mrs. [] took an actual head count of those passengers assigned to the coach section of the airplane, while Mrs. [] counted those passengers in the first-class

section. In addition, the Passenger Service Agent that had been observed previously aboard the aircraft also took a count of all passengers aboard. Based on this count, it was determined that there were 42 ticketed passengers in the coach section with two infants who were not ticketed. Additionally, there were eleven passengers in the first-class section. There were therefore, Mrs. [] stated, a total of 55 passengers, three stewardesses, and three members of the cockpit crew, for a total of 61 persons aboard flight 553. She explained that she is positive of this count since it is mandatory that the count of passengers made by stewardesses before departure exactly match the count of the Passenger Service Agent.

b6
b7C

Mrs. [] commented that the actual flight departure was delayed approximately ten minutes because of choppy weather. Once the flight was airborne, there were no incidents whatever that in anyway could be considered out of the ordinary. She stated that nothing of an unusual nature was noted regarding the operation of the aircraft itself. There were no incidents involving passengers that were unusual and at no time did any passenger attempt to enter any area of the aircraft where they did not belong. Mrs. [] stated the "seat belt" sign was on for a major portion of the flight due to the choppy conditions of the weather. She explained that under normal conditions when the aircraft begins its landing approach, the "seat belt" sign is turned on and at the time of the final leg of the approach, the "no smoking" sign is lighted. This is the signal to the stewardesses to go to their station and fasten their own seat belts preparatory to the actual landing operation.

Mrs. [] explained it is the normal custom during the landing procedure that stewardesses check each passenger to insure that seat belts are fastened and cigarettes are extinguished. Further, a visual examination is made of over-head racks for possible loose items. Concerning the procedures followed by she and Mrs. [] on flight 553, Mrs. [] explained that she made the normal checks and then returned to their assigned station where they secured their seat belts and prepared for the landing of the aircraft. The flight up to this point was normal in every respect and she and Mrs. [] sat and talked briefly as the aircraft descended.

b6
b7C

Mrs. [] explained that she and Mrs. [] noted what appeared to be a drag on the engines and then what she described as a "surge of power" and an elevation of the aircraft's nose. There was no suggestion of a problem she said and it was her impression that they had overshot the runway and were going around for another approach. She became aware that the liquor drawer had begun spilling out bottles of liquor at this point and glasses fell to the floor strewn fragments of glass about the cabin area. Miss [] stated that she recalls a number of "popping noises" and minor flashes, which reminded her of light bulbs breaking. At this time Mrs. [] stated that she was going to open the door of the aircraft, believing they had landed. It was her impression Mrs. [] stated that the aircraft was still airborne and cautioned against opening the door. It was then that she noted that the cabin area of the plane had collapsed and Mrs. [] rushed to the door on the left side of the aircraft, opened it and found the exterior of the aircraft in flame. Mrs. [] closed the door and the two of them rushed to the emergency exit on the right side of the airplane and immediately opened the door. Mrs. [] said that she had no conscious recollection of getting out of her seat, but was aware that she was on her feet and knew that something terrible had happened. She said the only thing she recalled was that she had to get the passengers out of the aircraft and that together she and Mrs. [] sought out the survivors and began moving them out of the plane. They first assisted, she said, an unidentified woman passenger through the exit and noted that the passenger fell some distance to the ground. Mrs. [] at this point then released the emergency escape chute so that other passengers leaving the aircraft would not be injured. Together she and Mrs. [] assisted all available passengers to the ground and were later informed that they had helped approximately 15 persons to escape the aircraft. Once they had assisted all visible passengers, she and Mrs. [] were forced to abandon the aircraft because of the intense smoke. Mrs. [] stated that she did not observe fire in their section of the aircraft. Once she and Mrs. [] had cleared the aircraft, they were assisted by authorities and immediately taken to Holy Cross Hospital for emergency treatment.

b6
b7Cb6
b7C

6
CG 149-

Mrs. [] commented that in reconsidering all events relating to the flight of UAL flight 553 on December 8, 1972, she noted nothing in anyway that would be considered of an unusual nature prior to the time of the actual crash. She commented that she had neither heard nor observed anything on the part of any person aboard that flight which in anyway could she consider irregular. Further Mrs. [] stated there was nothing of an unusual nature regarding the operation of the crash itself or procedures followed before the actual crash. Mrs. [] stated she could recall nothing of an additional nature concerning the aircraft passengers or activities relating to the flight in question which would provide additional information regarding the cause of the accident in question.

b6
b7c

149-10024 -

CG 149-1060

JSR:jeo

1

The following investigation was conducted by SA [redacted]
[redacted] at Chicago, Illinois:

The following individuals were contacted on December 9, 1972, in connection with the crash of the United Air Lines plane on December 8, 1972, however, were unable to furnish any information of value concerning it:

Mr. and Mrs. [redacted]
[redacted]

Mrs. [redacted]
[redacted]

Mrs. [redacted]
[redacted]

Mr. [redacted]
[redacted]

Mr. [redacted]

Mr. [redacted]
[redacted]

Mr. and Mrs. [redacted]
[redacted]

Mr. [redacted]

Mr. [redacted]
[redacted]

Mr. [redacted]
[redacted]

Mrs. [redacted]
[redacted]

Mrs. [redacted]
[redacted]

Mrs. [redacted]
[redacted]

Mr. and Mrs. [redacted]
[redacted]

b6
b7C

b6
b7C

149-1060-10
Searched _____
Serialized _____
Indexed _____
Filed _____

Mr. [REDACTED]
[REDACTED]Mr. [REDACTED]
[REDACTED]Mr. [REDACTED]
[REDACTED]Mr. [REDACTED]
[REDACTED]Mr. [REDACTED]
[REDACTED]b6
b7C

Miss [REDACTED] age [REDACTED] advised that on December 8, 1972, at approximately 2:30 in the afternoon, she was walking east on 71st Street from Pulaski and when she was approximately half-way between Hamlin and Avers Avenues, she saw a plane going in a northerly direction. The plane was very low, almost at roof-top level. When she first saw the plane, it appeared to her to be flying over Ridgeway Avenue about 7100 South and it continued north disappearing from her sight. She said she does not recall hearing the plane's motors and she heard no explosion and saw no signs of fire or explosion while the plane was in the air.

Mrs. [REDACTED] advised that sometime between 2 and 3 o'clock on the afternoon of December 8, 1972, she was sitting in the front room of her house facing east and saw a plane flying slightly above roof-top level going in a northerly direction and it appeared to be flying above Ridgeway Avenue. She said the plane seemed as if it was gliding and she did not hear the sound of the motors. When she saw the plane in the air, it was completely intact and there was nothing to indicate that a fire or explosion had occurred aboard.

b6
b7C

Mr. [REDACTED] advised that on the afternoon of December 8, 1972, between 2:20 and 2:25 in the afternoon, he was sitting in the livingroom of his home looking out the window and he observed an airplane flying very low slightly above roof-top level. The plane appeared to be flying over the houses between Ridgeway and Hamlin Avenues. He said the plane appeared to be gliding as he could not hear the plane's motors. At the time he saw the plane, it was completely intact and there was no evidence of a fire or explosion aboard the plane.

Mrs. [redacted] advised that around 2:30 on the afternoon of December 8, 1972, she was in her home looking in an easterly direction out the front window and saw a plane flying in a northerly direction over Ridgeway Avenue at about roof-top level. She said she heard the faint sound of motors and at the time she saw the plane, there was nothing to indicate that a fire or explosion had occurred aboard. She said that she did not hear the sound of the plane crashing but moments later she saw smoke and flames.

b6
b7C

Sister [redacted]

[redacted] Queen of the Universe School, advised that around 2:30 p.m. on the afternoon of December 9, 1972, she was on the second floor of the school which is located in the 7100 block of South Hamlin Avenue. She said she heard the sound of a plane and it sounded as if it was on top of the building and she ran to the window. She looked out in an easterly direction and saw only the tail portion of the plane north of 71st Street disappearing from her view. She did not see the entire plane while it was still in the air.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/11/72

On December 8, 1972, [REDACTED]

[REDACTED] turned over to
Special Agents (SA) [REDACTED] and JOHN H.
WILMES, at 6:20 p.m., one voice recorder which [REDACTED]
had obtained from the wreckage of United Airlines
Boeing 737, number N9031U, flight 553. The recorder
was tagged and turned over to [REDACTED]
Air Safety Investigator, National Transportation
Safety Board, at 6:35 p.m.

b6
b7C

Interviewed on 12/8/72 at Chicago, Illinois File # CG 149-1060 -5
by SAs JOHN H. WILMES and [REDACTED] RAC/les Date dictated 12/11/72

b6
b7C

149-10024-

CG 149-1060

WJM:jeo

1

On December 9, 1972, the following people were contacted regarding the crash of United Air Lines Flight 553 in the vicinity of 70th and Lawndale Avenue, Chicago, Illinois. This neighborhood investigation revealed nothing of a positive nature. The following people were contacted:



b6
b7C

Refiler
149-10024

Please file ATT.
Rec. From Chicago 6-6-73 HSI
DIV 6 BY

~~149-1060-7~~
Searched _____
Serialized 7
Indexed _____
Filed 7

CG 149-1060

2



b6
b7C

149-10024.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/9/72

[redacted]
[redacted] Illinois, was interviewed at his residence.

b6
b7C

He stated that instant United Air Lines (UAL) flight left from Gate Number 24, National Airport at Washington, D.C., on schedule. He noted that electronic equipment for searching passengers and baggage was present at Gate 24; however, it was not used at the time instant flight was boarded.

He stated the flight from Washington, D.C. to Chicago was completely uneventful and he slept most of the way. Prior to scheduled arrival time, the pilot announced that the plane was flying at 4000 feet, was over Gary, Indiana, and would land at Chicago momentarily.

He said the cloud cover was rather heavy and that when the aircraft broke through the cloud cover, he thought it was flying too low. He pointed out that he is an experienced air traveler, flying throughout the United States twice a month. He stated that to the best of his knowledge, this was the only landing approach the aircraft made and that it had not been waived off prior to the time of impact. He said he was occupying Seat [redacted]

[redacted] He estimates this is approximately [redacted] to the [redacted] of the passenger compartment. He said the nearest emergency exit was over Seat 7A, [redacted]

b6
b7C

[redacted] He pointed out that both seats [redacted] on the left side of the fuselage as one faces the pilot's compartment.

He stated that he noted absolutely nothing unusual until immediately prior to impact. He said that at the very last moment, the engines revved up, the nose of the ship came up, the tail went down. Immediately thereafter, there was a tremendous crash and the aircraft's electrical systems went out. He said he had his seat belt fastened and he, as well as the others, did also because the passengers had been so instructed by the flight crew in preparation for landing.

Interviewed on 12/9/72 at South Holland, Illinois File # CG 149-1060-15

by SA JOHN M. MC DONOUGH JMM/kpr Date dictated 12/9/72

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency nor duplicated within your agency.

2
CG 149-

He said that he believed he "blacked out", but he does not know for how long. The next thing he recalls is stumbling forward in the aircraft and along with what he believes to be two other passengers, he tried to open the emergency door over what he believes to have been Seat 7A. He and these two other passengers succeeded in opening the exit door and were immediately met with a ~~ball~~^{Wall} of flames. They thereupon shut the emergency door at which time he noticed light coming from the rear of the aircraft. He then heard what he believed to have been a stewardess say words to the effect, "You can get out this way". He thereupon moved to the rear of the aircraft and successfully exited same. When he stepped from the aircraft, he believes he was standing on the cement foundation of a building. His first recollection thereafter, is to the effect that fire and police vehicles were on the scene and from this he must have "blacked out" for at least a few minutes. considering the fact that it would have taken emergency police and fire vehicles at least five to ten minutes to reach the scene.

He was then taken to Holy Cross Hospital, Chicago, for treatment, where he was treated and released.

He concluded that he noted absolutely nothing unusual prior to the time of impact other than the engines revving up, the nose of the ship coming up, and the tail of the ship going down immediately prior to the point of impact. He concluded that he noted absolutely nothing of an unusual nature prior to the crash.

The following description was obtained through observation and interrogation on December 9, 1972:

Name:

Sex:

Race:

Date of Birth:

Place of Birth:

Residence:

Home Phone Number:

Marital Status:

Male

White

Married

b6
b7C

³
CG 149

Employment:

10 West 35th Street
Chicago, Illinois
60616

Business Phone Number:

, extension

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription December 9, 1972

1

[redacted]
Illinois, telephone number [redacted] was interviewed at his office, [redacted] Chicago, Illinois. Mr. [redacted] advised he was a passenger aboard United Air Lines (UAL) flight 553 from Washington, D.C. to Chicago, Illinois, on December 8, 1972. He also advised that he is [redacted]

b6
b7C

[redacted] was interviewed in connection with any observations and information he might furnish regarding the crash of UAL flight 553 at Chicago, Illinois on December 8, 1972.

He said that as he recalls, he was sitting in seat [redacted] located in the [redacted] of the aircraft. He said he observed nothing unusual or extraordinary regarding this flight up until the time the flight was approaching Chicago's Midway Airport. Just prior to arriving at Chicago, the captain of the aircraft spoke over the intercom system advising that the flight was a little late, but that they would be arriving at Chicago's Midway Airport in approximately five minutes. At this time [redacted] stated he looked out of the window of the aircraft and noticed that there was a heavy fog cover and that he was not able to see any ground or anything else outside of the aircraft window. He said that he was aware that the plane was descending into the Midway approach pattern and from his observations, thought that possibly the flaps were not extended outward and down as far as he has previously observed the position of flaps on other flights he has taken.

b6
b7C

All of a sudden, Mr. [redacted] realized that the aircraft had full power applied and almost immediately the plane seemed to drop directly towards the ground and then bellied. He said that as the plane started to drop, he realized or thought that they would probably crash so he placed his head as far down between his knees as possible. Immediately after the plane had come to a rest he got out of his seat, to assist the two stewardesses who were attempting to open one of the rear doors of the aircraft. As the three of them were able to open this door, flames shot into the cabin area so they closed the door immediately. They then went to the other side of the aircraft and opened the other door and one of the stewardesses activated the escape slide chute.

He recalls that approximately eight to ten passengers, all from

Interviewed on 12/8/72 at Chicago, Illinois File # CG 149- 1060-14

SAs THOMAS H. GREENE and [redacted]

by [redacted] THG/MAH Date dictated 12/9/72

b6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency, nor duplicated within your agency.

rear part of the aircraft, disembarked via the slide chute and he was then ordered out of the aircraft himself by one of the stewardesses.

Mr. [] said he does not recall looking up to the forward part of the aircraft cabin so therefore could furnish no information as to what the situation looked like further forward. He said he heard no unusual noises or any other unusual activity aboard the aircraft other than what he has already described and characterized the two stewardesses in the rear of the aircraft as being extremely calm, efficient, and highly courageous.

Upon leaving the aircraft, he said he was taken along with another passenger, name unknown, by Chicago police unit to Holy Cross Hospital where he was entered for treatment.

[] advised that he did not feel that he had been seriously injured in anyway. He was able to make contact with [] from his office who had previously arranged to meet him at Midway Airport and he departed Holy Cross Hospital, coming directly to his place of employment at []

[] stated that in the crash he lost []

[]

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription December 9, 1972

Mrs. [REDACTED]

[REDACTED] Maryland, telephone [REDACTED] was interviewed at Holy Cross Hospital, 2701 West 68th Street, Chicago, Illinois. She advised she is currently employed as a stewardess for United Air Lines (UAL) based in Washington, D. C., and has been so employed for [REDACTED] years. Mrs. [REDACTED] stated that on December 8, 1972, she was assigned as a stewardess in the coach section of UAL Flight 553 departing Washington, D. C. for Omaha, Nebraska with an intermediate stop at Midway Airport, Chicago, Illinois. She furnished the following information regarding the flight of UAL Flight 553 on December 8, 1972:

b6
b7C

Mrs. [REDACTED] advised that the UAL crew assigned to Flight 553 for December 8, 1972 was composed of the captain, co-pilot, flight engineer, and three stewardesses, including herself. The identities of the members of the cockpit crew, that is the captain, co-pilot and flight engineer are unknown, although she recognized them and is confident she has flown with them as a member of the crew on previous occasions. She stated that in addition to herself, two other stewardesses were assigned to this flight, a Mrs. [REDACTED] whose first name is known to her only as [REDACTED] and a third stewardess, [REDACTED]. These stewardesses are also based in Washington, D. C. Mrs. [REDACTED] added that [REDACTED] was assigned as stewardess in the first class section for the flight in question and Mrs. [REDACTED] assisted Mrs. [REDACTED] as a stewardess in the coach section. Both [REDACTED] and [REDACTED] have been employed by UAL as stewardesses for a number of years.

b6
b7C

Mrs. [REDACTED] advised that the flight crew had a scheduled 12:40 PM check in time for Flight 553 which was to depart Washington, D. C. National Airport at 1:40 PM that day. She estimated that she personally arrived at the airport at approximately 12:30 PM and she

Interviewed on 12/8/72 at Chicago, Illinois File # CG 149-1060-13
by SAs ROBERT J. DOLAN, [REDACTED]
and JOHN W. ROBERTS/catd Date dictated 12/9/72

b6
b7C

noted that Mrs. [] arrived at that same time. She explained that it is normal procedure to board the aircraft 30 minutes before departure time and she estimated that she boarded the aircraft designated for Flight 553 at about 1:10 PM that day. She said that the airplane in question was a Boeing 737 type. Mrs. [] stated that all three stewardesses boarded the aircraft together and as she did so she noted that the only individual then aboard the aircraft was the flight engineer who was then making his instrument checks in the cockpit area. She stated they then commenced to perform the various duties assigned them prior to boarding passengers. She noted in this regard that she checked the overhead racks, oxygen equipment and seating areas in the forward section of the coach compartment. She noted that additional magazines were needed and later told the Passenger Service Agent who brought aboard additional magazines. Mrs. [] stated that as a result of the inspection of the aircraft she was certain that no one was aboard the airplane at that time other than authorized personnel. Nothing of an unusual nature occurred during the pre-boarding operation, nor was anything of an unusual nature observed. Following the boarding of the stewardess she said catering personnel brought food aboard the aircraft for the flight. A Passenger Service Agent, whose identity is not known to her, but who is familiar to Mrs. [] boarded the aircraft as is the usual procedure prior to boarding passengers. The stewardesses were informed they had two groups to be pre-boarded before the regular passengers were admitted. At this time Mrs. [] informed the Passenger Service Agent regarding the supply of magazines and he later returned to the aircraft with those magazines.

b6
b7Cb6
b7Cb6
b7C

At approximately this time airline personnel boarded a passenger on a fork lift truck. Mrs. [] stated she did not know the identity of the passenger, but described her as an elderly Negro woman, wearing a neck brace and carrying a cane who informed her that she had just won a ten year injury suit against the Post Office Department. This woman was from Chicago, Illinois. In addition a woman passenger and her small

son were pre-boarded. She stated that this woman and her son were assigned seats 6A or 7A in the first row of the coach section. She described the woman passenger as white, approximately 25 years in age, 5'4" to 5'5" tall, and having dark hair. She estimated that the child was approximately six to eight months in age.

Mrs. [] stated that a family was next boarded consisting of a mother, father and four children. She stated that the children consisted of one boy age [] and three girls. The oldest was a girl age [] whose first name was []. All of the children had light hair. She described the father as slim, very small in stature, approximately [] in height, [] years of age, sandy hair, and wearing a blue shirt and dark pants. The mother was approximately [] years of age, [] tall, slight build, sandy hair, and wore a brown sweater and slacks. Mrs. [] stated that she recalls the mother leaving the aircraft later on that day following the crash in the company of the oldest daughter. Mrs. [] was asked if there was anyone aboard this flight that was known to her and she recalled a woman and two children whose name she recalls was []. She recognized these people as having previously flown with her. Mrs. [] had a young child three to five years of age who was a ticketed passenger and carried an infant approximately one year old who was not ticketed or on the manifest. It was Mrs. [] recollection that she saw Mrs. [] the child, and the infant leave the plane after the crash in Chicago. One other group aboard the aircraft was recalled by Mrs. [] which group consisted of a mother, a daughter, husband of the daughter, and another relative of the family named [] the latter she believes survived the crash. She stated this group was assigned to seats 15B, 15C, 15D and that [] was assigned to seat 16B.

b6
b7C

b6
b7C

In addition to the above, Mrs. [] stated she recalls no other passengers aboard the aircraft nor any details regarding the passengers which might aid in their identification.

Mrs. [] stated that prior to departure of the flight a passenger count was taken by the previously mentioned Passenger Service Agent who counted all passengers in both classes. In addition, she and Mrs. [] took a passenger count of those assigned to the coach section. Mrs. [] counted the first class passengers. As a result of the count she and Mrs. [] determined there were 42 ticketed passengers in the coach section and two infants who were not ticketed. Later during the course of the flight, Mrs. [] demonstrated the use of oxygen equipment in the first class section, and while doing so, counted the passengers noting there were eleven in that section. She stated that the count of persons aboard the aircraft then consisted of 44 passengers in the coach section, eleven passengers in the first class section, three stewardesses and three members of the cockpit crew. Mrs. [] stated that she is positive this count is accurate in that because of requirements the count made by the stewardesses before flight departure must exactly coincide with the count made by the Passenger Service Agent. Therefore, there is no doubt that the count as given by her is entirely accurate.

b6
b7C

Mrs. [] stated that the actual flight was delayed approximately ten minutes because of choppy weather. Once the flight was airborne there were no incidents whatsoever that in any way could be considered out of the ordinary. She added that nothing of an unusual nature was noted regarding the operation of the aircraft itself. There were no incidents involving passengers that were unusual and at no time did anyone attempt to enter any area of the aircraft where they did not belong. Mrs. [] stated the "seat belt" sign was on for a major portion of the flight due to the choppy condition of the weather. She explained that under normal conditions when the aircraft begins its landing approach, the "seat belt" sign goes on and at the time of the final leg of the approach the "no smoking" sign is lighted. This is the signal to the stewardesses to go to their seats and fasten their own seat belts for the actual landing operation.

b6
b7C

Normally, during the landing procedures when the "seat belt" light goes on the stewardesses pass up and down the aisles insuring the belts are fastened and that cigarettes are extinguished, and they all make a visual check to insure that carry-on luggage is secure. In regard to the flight in question, Mrs.

[] stated the normal procedures were followed with the exception that the "seat belt" light had been on because of weather conditions. Both she and Mrs. [] made the visual check, returned to their seats, fastened their seat belts and prepared for the landing of the airplane. She stated that she estimated it may have been two minutes before the aircraft actually touched down and she recalled she and Mrs. [] sat there talking. Up to this point she noted nothing out of the ordinary was heard or observed.

b6
b7C

After a short lapse of time she stated they noted what she described as a "drag on the engine" and then a "surge of power." It was her impression she recalled that the pilot may have missed his approach and was gaining altitude for another approach. She stated she then had the sensation that the aircraft had stopped and was tilted. She indicated to Mrs. [] that she was going to open the door and Mrs. [] immediately objected stating she thought they were still in flight. Mrs. [] stated that she had no experience of impact although both she and Mrs. [] immediately noticed the buffet was tilted forward and the contents therein were falling to the floor. She then noted that the cabin part of the aircraft seemed to be collapsed whereupon she rushed to the emergency exit door on the left side of the aircraft and opened it only to find the aircraft on the outside aflame. The flames were in the immediate area of the door and singed her hair. When this occurred she immediately closed the emergency exit. In the brief instant that these events occurred she was aware of the complete disarray of the passenger coach compartment recalling that seats had tumbled onto the passengers and the overhead racks and items had spilled down over the passengers. She also

b6
b7C

vividly recalled that the [] year old boy who was a member of the family of six was under the seats on the floor around seat number 16 and was apparently dead. At this point Mrs. [] stated she and Mrs. [] went to the emergency exit on the right side of the aircraft and opened it. They assisted an unidentified female passenger through the exit only to realize in doing so the passenger had fallen some distance. In an effort to avoid injury to the other passengers they then released the escape shoot to fill the hole where the woman had fallen. After doing so she and Mrs. [] assisted the passengers who had survived the crash to evacuate the aircraft. She stated they were later told that they had helped approximately 15 passengers to leave the aircraft. After assisting those passengers who had survived she and Mrs. [] were then forced to leave the aircraft because of the intense and overpowering smoke in the cabin. There was no fire detected in that section of the airplane at the time they left. Once they had reached the ground and moved from the airplane they were assisted by area residents who had come to the scene. Authorities then provided she and Mrs. [] transportation to Holy Cross Hospital where they have remained since.

b6
b7C

Mrs. [] stated that in reviewing events relating to the flight of UAL 553 on December 8, 1972, she noted nothing of an unusual nature in any way until the time of the actual crash itself. She stated that she neither heard nor observed anything on the part of any person aboard the airplane which she considered irregular. She noted that there was nothing of an unusual nature noted or observed regarding the operation of the aircraft itself until the time of the crash. There was no explosion of any kind noted by her. Mrs. [] stated she could recall no additional information regarding the passengers, the aircraft itself, or the activities of the flight in question which would aid in providing additional information regarding the cause of the crash itself.

b6
b7C

149-10024-

PASSENGERS ON UNITED FLIGHT 552 DECEMBER 8, 1972

Mrs. [redacted]

[redacted] residence telephone [redacted]

Wheelchair patient

b6
b7C

Mr. [redacted]

[redacted] Chicago

Mr. [redacted]

Going from Washington to Omaha

Possible phone or number for Richardson Travel [redacted]

Residence, [redacted]

Mr. [redacted]

Washington to Omaha

Reservations through Du Pont International Travel

Mr. [redacted]

Mr. R. BLADGETT

Going on to Omaha

Booked through Omaha Reservations

Ginnell Travel and Transportation

Business 402-348-4618

Travel and Transportation 402-344-4877

b6
b7C

Mr. [redacted]

Air Travel Transportation Card Number [redacted]

Block account

Miss [redacted]

Washington residence [redacted]

Traveling on Air Travel Card Number [redacted]

Block account

Congressman GEORGE COLLINS

Congressman from State of Illinois

149-1060-8

SEARCHED	INDEXED
SERIALIZED <i>B</i>	FILED <i>B</i>
JAN 3 1973	
FBI - CHICAGO	

1/0

Mr. F.L. ELLISON

Washington residence [REDACTED]

American Express Card [REDACTED]

Wheelchair patient

Mrs. [REDACTED]

Washington residence [REDACTED]

American Express Card [REDACTED]
[REDACTED]

b6
b7C

Mr. [REDACTED]

Omaha business phone [REDACTED]

Residence [REDACTED]

Booked through Richardson Travel Agency

Mr. [REDACTED]

Omaha business phone [REDACTED]

Booked through Travel and Transportation Agency 344-4877 by [REDACTED]

Miss [REDACTED]

Washington residence, Harrington Hotel, Room 305

Wheelchair passenger

Mr. [REDACTED]

Chicago residence [REDACTED]

Washington contact number [REDACTED]

Booked through Tally Columbia

American Express Number [REDACTED]

b6
b7C

Miss C. HEWITT

Chicago phone number 312-353-3864

Traveling on government travel request number A9132068

Mrs. D. HUNT

Washington residence 301-299-3785

Mr. [REDACTED]

Washington business number [REDACTED]

Residence, [REDACTED]

Maryland

Mrs. [REDACTED]

Washington residence [REDACTED]

Going on to Omaha

Mrs. [REDACTED] had infant named [REDACTED]

b6
b7C

Mr. H. JORDAN
Going to Midway
Washington phone number 588-1585
Traveling with Mr. H. JORDAN, same phone

Mr. R. KNOWLAND
Business phone Washington 821-3131
Using Air Travel Plan Card AAP51682
Official of Glenair Incorporated of Glendale, California
Going to Omaha, Flight 146A, December 7, 1972

Mr. [REDACTED]
Phone [REDACTED]

b6
b7C

Doctor A. KRILL
Chicago residence 312-667-6251
Traveling on Bank of America Credit Card Number 4673090191636

Mr. [REDACTED]
Going to Omaha
Omaha business phone number [REDACTED]
Booked through travel and transportation of Omaha 402-345-3300
Reservationist named [REDACTED]

Mr. [REDACTED]
Going to Midway
Air travel plan card number [REDACTED]
American Block Account

Mr. [REDACTED]
Going to Midway
Booked through Madison Bank Travel Department
Chicago, Illinois

b6
b7C

Mr. [REDACTED]
Going to Midway

Mr. [REDACTED]
Washington Mayflower Hotel Room 585
Traveling on Air Travel Card [REDACTED]
Block Account

Mrs. [redacted]
Chicago residence [redacted]
Washington residence [redacted]
Charged American Express [redacted]

b6
b7C

Miss [redacted]
Chicago residence [redacted]
Washington residence [redacted]
Charged American Express [redacted]

Miss [redacted]
Chicago residence, [redacted]
Local contact [redacted]
Washington contact [redacted] Room 401
Air Travel Plan [redacted]
American Bar Association Block Account

WALT PATTERSON

booked on to Omaha

Omaha business phone 402-341-2904

ticket booked through T & T Travel Agency, Harney Street,
402-345-3300, by girl named [redacted]

Miss [redacted]

Washington residence [redacted]

Room 401

Chicago phone [redacted]

Chicago contact [redacted]

b6
b7C

Mr. [redacted]

Washington business phone 659-6649, paid
for ticket by Air Travel Plan card [redacted]

Mr. [redacted]

Chicago business phone 312-585-7800,

Ext. [redacted]

Mr. [redacted]

Chicago business phone 312-353-3680,

Residence [redacted] traveling
under [redacted]

b6
b7C

Mr. [redacted]

Chicago residence phone 312-798-8625,
previous telephone contact [redacted] girl
called in was [redacted]

Mr. [redacted]

Chicago residence [redacted]
business 312-378-1000, ext. [redacted]

Sister [redacted]

Triple A

[redacted] Maryland,

Washington contact [redacted]

Ext. [redacted]

b6
b7C

Mrs. [redacted]

traveling under book of American Credit Card [redacted]
Washington or Miami contact [redacted] traveling with infant (sex
unknown) and [redacted] year old daughter.

Mr. [redacted]
booked on to Omaha
[redacted] Nebraska business phone 475-3361
residence [redacted]

b6
b7C

Mr. J. WEST
booked on to Omaha,
Omaha business 341-1041, residence 391-2791,
Washington contact 347-9550, ext. 607

Group of 6 came in from Nairobi, Kenya, Africa, on Pan Am,
all with initial "W". One is woman.

Mrs. [redacted]
business phone 312-842-4850
booked through U-Travel, Inc., Chicago,
telephone 312-667-3900, handled through
[redacted]

Mr. [redacted]
address [redacted] Nebraska
booked on to Omaha,
Omaha business 475-3361
residence [redacted]

b6
b7C

Mr. [redacted]
residence [redacted] possible
business phone 312-654-3220

Mr. [redacted]
[redacted] Virginia
[redacted]

149-10024-
FEDERAL BUREAU OF INVESTIGATION1Date of transcription 12/18/72

Mr. [REDACTED]
National Transportation Safety Board, Bureau of Aviation
Safety, 2300 East Devon Avenue, Des Plaines, was furnished
one flight recorder by Special Agent (SA) WILLIAM J. FLEMING,
JR., the Office of Federal Bureau of Investigation (FBI),
which was obtained from Flight 553, United Airlines, which
had crashed in Chicago, Illinois.

b6
b7c

Mr. [REDACTED] signed a receipt for the recorder.

Interviewed on 12/8/72 at Chicago, Illinois File # CG 149-1060-17
by SA WILLIAM J. FLEMING, JR. / WJF/caf Date dictated 12/15/72

This document contains neither recommendations nor conclusions of the FBI.
It is the property of the FBI and is loaned to your agency; it and its
contents are not to be distributed outside your agency, nor duplicated
within your agency.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/9/72

1

[redacted] age [redacted] home address [redacted]
[redacted] telephone number [redacted] was
interviewed at his residence by Special Agents [redacted]
[redacted] and [redacted] who were identified to
him as Special Agents of the FBI. He was advised that the
FBI is conducting an investigation regarding the air crash
of a United Air Lines 737 jet aircraft on this date. He
was further advised that he was being contacted regarding
his interview by BOB SANDERS of WBBM Radio, Chicago, Illinois,
concerning his monitoring of a shortwave radio transmission
between Midway Tower and two aircraft, the United Flight
553 and a private Business Jet just prior to the crash of the
United aircraft. He furnished the following information:

b6
b7C

He stated he frequently listens to the radio
transmission between the Midway Airport Control Tower and
approaching aircraft, and had been listening on this date
at his residence since approximately 10:00 a.m. He stated
he was listening to Ross-5-band portable radio on frequency
118.7 on the aircraft frequency radio band. He was asked if
he was positive that it was Midway Tower that he was listening
to, to which he replied that he was positive, that he could
not pick up O'Hare from his residence. He stated that as he
was listening he heard the following sequence of radio
transmissions:

(1) A Business Jet, [redacted] believed it was a
Sabre Liner, reported the outer marker. ([redacted] stated that
outer marker is located in the vicinity of 87th and Kedzie
Avenue.) Midway Tower cleared this aircraft to land on
Runway Number 31 Left.

b6
b7C

(2) United Flight 553 reported he was on the
approach but not yet at the outer marker.

Interviewed on 12/8/72 at Chicago, Illinois File # CG 149-1060-11

by SA [redacted] /jlb Date dictated 12/9/72

b6
b7C

This document contains neither recommendations nor conclusions of the FBI.
It is the property of the FBI and is loaned to your agency; it and its
contents are not to be distributed outside your agency, nor duplicated
within your agency.

2
CG 149-

(3) Midway Tower responded to United Flight 553 and requested that they report outer marker.

(4) [] next heard Midway Tower advise the Business Jet to disregard, make a left turn to 190 degrees, climb out to an altitude of 2500 feet and contact Chicago Approach. [] stated United Flight 553 still had not reported the outer marker at this time.

b6
b7C

(5) Business Jet again reported outer marker and was again cleared to land on Runway Number 31 Left.

(6) Ten to fifteen seconds later United Flight 553 reported outer marker in Kedzie inbound.

(7) Midway Tower informed United Flight 553 he was number two to land - number two in sequence.

(8) Midway Tower asked Business Jet what was air speed. The reply from Business Jet was 120 knots.

(9) Midway Tower asked Business Jet if he had the left runway in sight. Business Jet responded, "Yes."

(10) Business Jet was then asked by Midway Tower if he had Runway Number 31 Right in sight. Business Jet replied again, "Yes."

(11) Midway Tower began to tell Business Jet to change landing to Runway Number 31 Right. According to [] this transmission was stopped at which point Midway Tower advised the Business Jet, "Correction, you are still clear to land on 31 Left."

b6
b7C

(12) Midway Tower advised United Flight 553 to cut his approach, make a left turn to 180 degrees, and climb to an altitude of 2500 feet. According to [] Midway Tower did not advise United Flight 553 to contact any other frequency.

(13) Midway Tower contacted United Flight 553 and asked if they understood the last transmission. [] stated that he did not hear a reply from United Flight 553.

3

CG 149-

(14) Approximately ten seconds later [] heard Midway Tower advise the Business Jet to turn off the active runway.

b6
b7C

(15) Midway Tower again tried to contact United Flight 553. There was no response.

(16) Midway Tower next talked with another private aircraft and advised that aircraft to keep this channel clear.

(17) Midway Tower again attempted to contact United Flight 553. Again there was no reply.

(18) Midway Tower again attempted to contact United Flight 553 and stated, "United 553, if you copy the tower, contact Chicago O'Hare on 118.4."

[] stated that this was the last transmission he heard from Midway Tower attempting to contact United 553. He stated that approximately ten minutes later he heard Midway Tower clear a Chicago Police Department helicopter for take-off.

[] stated that all the transmissions appeared to be normal from United Flight 553. There did not appear to be any excitement or raised voices from the flight controller at Midway Tower or from United Flight 553. He stated from the transmissions which he overheard there was no indication of sabotage or foul play or that a hijacking situation existed.

b6
b7C

[] was asked why he called WBBM Radio regarding this matter. He replied that he was listening to a WBBM news broadcast regarding the aircraft and that the information they were providing the public was all confused and he called the station to set them straight regarding what he actually believed had happened. He stated that when he contacted the station and told them that he had overheard the radio transmission between Midway Tower and United Flight 553 they asked him for his home telephone number and told him that someone would call him right back. He stated that a few minutes later BOB SANDERS of WBBM Radio called him and asked to interview him regarding this matter.

The following is a description of [redacted]
obtained through observation and interview:

b6
b7C

Race

White

Sex

Male

Date of birth

[redacted]

Place of birth

Height

Six feet

Weight

[redacted] pounds

Hair

[redacted]

Eyes

[redacted]

Occupation

He is a student at [redacted]

[redacted]

Residence

Resides with his parents.

Mr. and Mrs. [redacted]

[redacted]

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Baise

DATE: 6/13/73

FROM : D. W. Bowers

SUBJECT: REFERENCE TO FBI'S INVESTIGATION
UNITED AIRLINES FLIGHT 553 CRASH,
CHICAGO, ILLINOIS, 12/8/72, AT HEARINGS OF
HOUSE GOVERNMENT ACTIVITIES SUBCOMMITTEE
6/13/73

Mr. Felt _____
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Gebhardt _____
Mr. Jenkins _____
Mr. Marshall _____
Mr. Miller, E.S. _____
Mr. Soyars _____
Mr. Thompson _____
Mr. Walters _____
Tele. Room _____
Mr. Baise _____
Mr. Barnes _____
Mr. Bowers _____
Mr. Herington _____
Mr. Conmy _____
Mr. Mintz _____
Mr. Eardley _____
Mrs. Hogan _____

A story in the "Washington Post," page A-17, 6/13/73, indicated that the questions raised by the National Transportation Safety Board (NTSB), concerning FBI investigation of captioned crash, would probably be discussed at the House Government Activities Subcommittee hearing on Federal Aviation Administration (FAA) certification of Light Aircraft today, 6/13/73. The story made reference to a letter from NTSB Chairman John H. Reed to Mr. Ruckelshaus dated 6/5/73, and Mr. Ruckelshaus' reply dated 6/11/73.

To insure that the FBI's position in this matter would be fully protected, if the subject arose at the hearing, I (Bowers) contacted [] Administrative Assistant to Congressman John Buchanan (R.- Ala.) the ranking minority member of the Subcommittee. He was given a brief rundown on the questions raised by Mr. Reed and the responses given by the FBI in the letters. SA Fulton, Congressional Services Office, went by Congressman Buchanan's office prior to the hearing and made copies of both letters available to [] who furnished them to Congressman Buchanan who was absent at the time. In retrospect, this was a valuable asset to our cause, as when the matter arose at the subsequent hearing, it was obvious that Buchanan had also briefed other minority members on this matter as they were prepared to question Reed most effectively and to put the matter in the proper perspective.

The hearing convened at 10 a.m., 6/13/73, and Mr. Reed was the first witness. SA Fulton was present. Reed made no reference to the United Airlines crash in his prepared statement. After a few brief questions relating to contents of the statement, Subcommittee Chairman Jack Brooks (D.-Tex.) mentioned the "Post" article and asked Mr. Reed to comment on the NTSB's concern in the FBI's role at the crash scene. Reed repeated basically the same questions he raised in the letter to Mr. Ruckelshaus and emphasized

- 1 - Mr. Gebhardt - Enc.
- 1 - Mr. Fletcher Thompson - Enc.
- 1 - Mr. Mintz - Enc.

(CONTINUED - OVER)

Unrecorded Copy Filed In

62-104837-1

EX-103 REC-15 149-10024-10

JUN 21 1973

PERS. INFO. UNIT

CBF:jg

JUN 27 1973

Mr. Bowers
Mr. Baise
26-1373
BB/lem

Bowers to Baise (cont'd.)

Re: REFERENCE TO FBI'S INVESTIGATION, UNITED AIRLINES
FLIGHT 553 CRASH

that based on the Board's experience, the FBI's action in questioning witnesses and listening to the recording between the tower and the pilot was unusual.* Chairman Brooks then made the point that "having 50 FBI Agents standing by to rush to the crash scene" disturbed him somewhat and wondered if this were true at all airports throughout the country. He mentioned this would be an exorbitant waste of manpower. At this point Congressman Buchanan pointed out that it was not surprising to him in the least that 50 FBI Agents would respond to a major commercial plane crash scene in Chicago in view of the number of Agents assigned to that city, plus the ever present possibility of FBI jurisdiction as indicated by Mr. Ruckelshaus' letter. Congressman Robert P. Hanrahan (R.-Ill.) mentioned that he had just missed this flight by some 2 hours and that he personally was not the least concerned about the FBI's investigation of the crash. Aside from the sabotage angle, Congressman Hanrahan pointed out that a U.S. Congressman was aboard and was killed in the crash (Congressman George W. Collins, D.- Ill.). Hanrahan then pressed Reed to determine if this were the first time he could recall that the FBI had interviewed witnesses before members of the NTSB arrived on the scene. Reed replied that to the best of his recollection this is true but he could not state it as a fact.

Congressman Stanford E. Parris (R.-Va.) then took up the questioning. He raised the point as to the pertinency of the line of inquiry. He indicated it was obvious the FBI acted in good faith and was attempting to resolve whether there were any violations under its jurisdiction and that the subject was not related to the over-all purpose of the hearing. Chairman Brooks responded that he felt the matter was germane to the Subcommittee's interest in transportation safety, particularly if the FBI's actions had in any way interfered with the responsibilities of NTSB. Chairman Brooks then commented, "We had plenty of trouble with Ruckelshaus while he was over at Environmental Protection Agency and now we are having more trouble." Congressmen Buchanan, Hanrahan and Parris would not let up on Reed and finally made him admit that the FBI had every right to take the action it took in this matter and that in any event, because of the past excellent relations between the two agencies, this would have been an isolated misunderstanding and had actually not affected the discharge of responsibilities of either agency. They were joined in the concluding questioning by Congressman Andrew J. Hinshaw (R.-Calif.) who got the point across that the FBI could not be expected to stand around and wait until NTSB members arrived before taking necessary

*Both letters were read into the record.(CONTINUED - OVER)

Bowers to Baise (cont'd.)

Re: REFERENCE TO FBI'S INVESTIGATION, UNITED AIRLINES
FLIGHT 553 CRASH

action. Congressman Buchanan further exposed the nebulous nature of NTSB's complaint by observing that if an explosion had caused the crash, the FBI by listening to the tape, would have been aware of this and the over-all investigation under the sabotage statute would have fallen to the FBI. Reed admitted this would have been true.

A copy of the transcript of the hearing relating to this particular matter will be obtained when available.

RECOMMENDATION:

That the attached letter to Congressman Buchanan expressing our appreciation be approved and sent.

Enclosure

PSF

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Bowers *P*

FROM : Gary Baise *GHB*

SUBJECT: CRASH OF UNITED AIRLINES FLIGHT 553

DATE: June 13, 1973

Mr. Felt _____
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Gebhardt _____
Mr. Jenkins _____
Mr. Marshall _____
Mr. Miller, E.S. _____
Mr. Soyars _____
Mr. Thompson _____
Mr. Walters _____
Tele. Room _____
Mr. Baise _____
Mr. Barnes _____
Mr. Bowers _____
Mr. Herington _____
Mr. Conmy _____
Mr. Mintz _____
Mr. Eardley _____
Mrs. Hogan _____

4

Mr. Ruckelshaus has reviewed the memorandum and has requested that we review the files and determine if this is the first time the FBI has interviewed witnesses before members of the NTSB arrived on the scene. Mr. Ruckelshaus would like to know if Mr. Reed's recollection is correct.

GB:EDM (3)

edm

*Baise to Gebhardt
memo 6-14-73
HSE/171*

REC-15

149-10024-11

JUN 21 1973

EX-104

CSO - SUR

59 JUN 29 1973

529

June 11, 1973

1 - Mr. Gebhardt
1 - Mr. Bates
1 - Mr. [REDACTED]
1 - Mr. Thompson
1 - Mr. Mintz

149-10024-12
Mr. John H. Reed
Chairman
National Transportation Safety Board
Department of Transportation
Washington, D. C. 20591

Dear Mr. Reed:

Your letter dated June 5, 1973, concerning the FBI's investigation into the crash of a United Air Lines Boeing 737 at Midway Airport, Chicago, Illinois, on December 8, 1972, has been received.

The FBI has primary investigative jurisdiction in connection with the Destruction of Aircraft or Motor Vehicles (DAMV) Statute, Title 18, Section 32, U. S. Code, which pertains to the willful damaging, destroying or disabling of any civil aircraft in interstate, overseas or foreign air commerce. In addition, Congress specifically designated the FBI to handle investigations under the Crime Aboard Aircraft (CAA) Statute, Title 49, Section 1472, U. S. Code, pertaining, among other things, to aircraft piracy, interference with flight crew members and certain specified crimes aboard aircraft in flight, including assault, murder, manslaughter and attempts to commit murder or manslaughter.

FBI investigation of the December 8, 1972, United Air Lines crash was instituted to determine if a violation of the DAMV or CAA Statutes had occurred and for no other reason. The fact that Mrs. E. Howard Hunt was aboard the plane was unknown to the FBI at the time our investigation was instituted.

It has been longstanding FBI policy to immediately proceed to the scene of an airplane crash for the purpose of developing any information indicating a possible Federal violation within the investigative jurisdiction of the FBI. In all such instances liaison

NOTE: See Bates to Gebhardt memo, 6/8/72

RFB:kap

(9)
8-198

JUN 27 1973

MAIL ROOM ☐

TELETYPE UNIT ☐

b6
b7C

UNRECORDED COPY FILED IN

b6
b7C

Deleted Copy Sent

by Letter Dated 6/18/73

Per FOIPA Request 7-30-73

JAM

Mr. John H. Reed

is immediately established with the National Transportation Safety Board (NTSB) personnel upon their arrival at the scene.

Approximately 50 FBI Agents responded to the crash scene, the first ones arriving within 45 minutes of the crash. FBI Agents did interview witnesses to the crash, including flight attendants. Special Agent (SA) Robert E. Hartz proceeded to the Midway Airport tower shortly after the crash to determine if tower personnel could shed any light as to the reason for the crash. On arriving at the tower, SA Hartz identified himself as an FBI Agent and explained the reason for his presence. He was invited by Federal Aviation Administration (FAA) personnel at the tower to listen to the recording made at the tower of the conversation between the tower and United Air Lines Flight 553. At no time did SA Hartz request to be allowed to listen to the tapes. After listening to the tapes, SA Hartz identified a sound as being that of the stall indicator on the aircraft. The FAA agreed that SA Hartz was right and immediately notified FAA Headquarters at Washington, D. C.

The FBI's investigation in this matter was terminated within 20 hours of the accident and on December 11, 1972, Mr. William L. Lamb, NTSB, was furnished with copies of the complete FBI investigation pertaining to this crash after it was determined there was apparently no violation of the DAMV or CAA Statutes.

In order to avoid the possibility of any misunderstanding concerning our respective agencies' responsibilities and to insure continued effective liaison between the NTSB and the FBI, I have designated SA Richard F. Bates, Section Chief, Criminal Section, General Investigative Division, FBI Headquarters, Washington, D. C., telephone number 324-2281, to represent the FBI concerning any matters of mutual interest.

Sincerely yours,

William D. Ruckelshaus

William D. Ruckelshaus
Acting Director

1 - The Deputy Attorney General

1 - Assistant Attorney General
Criminal Division

FEDERAL BUREAU OF INVESTIGATION
COMMUNICATIONS SECTION

NRO13 CG PLAIN

555PM URGENT 6-14-73 RWR

TO ACTING DIRECTOR (149-10024)

FROM CHICAGO (149-1060) 2P

TELETYPE

Mr. Felt	_____
Mr. Baker	_____
Mr. Callahan	_____
Mr. Cleveland	_____
Mr. Conrad	_____
Mr. Gebhardt	_____
Mr. Jenkins	_____
Mr. Marshall	_____
Mr. Miller, E.S.	_____
Mr. Soyars	_____
Mr. Thompson	_____
Mr. Walters	_____
Tele. Room	_____
Mr. Baise	_____
Mr. Barnes	_____
Mr. Bowers	_____
Mr. Herrington	_____
Mr. Conmy	_____
Mr. Mintz	_____
Mr. Eardley	_____
Mrs. Hogan	_____

CRASH OF UNITED AIRLINES FLIGHT 553, BOEING 737, CHICAGO, ILLINOIS.

12-8-72. DAMV. OO: CHICAGO.

RE CHICAGO TELS 6-6 AND 7-73.

FOR INFO OF BUREAU, NTSB CALLED A HEARING AT THE SHERATON-O'HARE MOTEL NEAR O'HARE FIELD SOLELY FOR THE PURPOSE OF HEARING TESTIMONY ON THE PART OF SHERMAN SKOLNICK. THIS HEARING WAS CALLED AT REQUEST OF UNITED AIRLINES INASMUCH AS SKOLNICK HAD MADE MANY ACCUSATIONS ACCUSING UNITED AIRLINES, COLUMBIA BROADCASTING SYSTEM, FEDERAL AVIATION ADMINISTRATION AND THE JUSTICE DEPARTMENT OF BEING IMPLICATED IN AN ALLEGED COVERUP OF THE CRASH OF UNITED AIRLINES FLIGHT 553.

THE HEARING WAS CONVENED JUNE 13, 1973, AND IS CONTINUING THROUGH 6-14. SKOLNICK HAS MADE SEVERAL RIDICULOUS ACCUSATIONS CONCERNING THE FBI, ONE OF WHICH WAS THAT 100 FBI AGENTS WERE STAKED OUT IN THE NEIGHBORHOOD OF THE CRASH BECAUSE THEY HAD BEEN ADVISED BEFOREHAND THAT THE AIRPLANE WAS GOING TO CRASH. SKOLNICK HAS ACCUSED FBI AGENTS OF REMOVING TWO MILLION DOLLARS FROM THE AIRCRAFT. HE HAS ALLEGED THAT MANY OF THE PASSENGERS ABOARD THE AIRCRAFT DIED OF CYANIDE POISONING. HE HAS ATTEMPTED TO CONNECT THE CRASH OF UNITED AIRLINES WITH THE WATERGATE INVESTIGATION BECAUSE OF THE FACT THAT THE WIFE OF E. HOWARD HUNT WAS ABOARD THE AIRCRAFT AND WAS KILLED.

END PAGE ONE

REC 98-149-10024-13

JUN 21 1973

JUN 26 1973

PERS. REC. UNIT

UNRECORDED COPY FILED IN 62-1194

b6
b7c

PAGE TWO

ALSO LINKED CRASH TO A PIPELINE LOBBY, INVESTMENT SCANDALS IN SWITZERLAND, LEGISLATIVE ACTS IN COSTA RICA AND UNDERWORLD DEALINGS IN STOLEN CURRENCY.

THE CHICAGO OFFICE HAS HAD NO OBSERVER PRESENT AT THESE HEARINGS AND DOES NOT INTEND TO. UNITED AIRLINES SECURITY PERSONNEL HAVE KEPT THIS OFFICE ADVISED OF SKOLNICK'S TESTIMONY.

THE NEWS MEDIA IN THE CHICAGO AREA HAVE BEEN GIVING COVERAGE TO THE HEARING BUT HAVE INDICATED THAT SKOLNICK'S TESTIMONY AND THE TESTIMONY OF THE WITNESSES HE CALLED HAS BEEN COMPLETELY UNSUBSTANTIATED. ACCORDING TO PRESS REPORTS PERSONS IN ATTENDANCE SNICKERED THROUGHOUT SKOLNICK'S TESTIMONY. UNITED AIRLINES SECURITY PERSONNEL HAVE ADVISED THAT EVERYTHING THAT SKOLNICK HAS STATED CONCERNING THE CRASH HAS NOT BEEN SUBSTANTIATED AND IS OBVIOUSLY A FIGMENT OF SKOLNICK'S IMAGINATION.

THIS INFO BEING FURNISHED TO BUREAU BECAUSE OF THE NEWS COVERAGE OF THE HEARING AND THE POSSIBILITY BUREAU MAY RECEIVE INQUIRIES.

END

HOLD

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Gebhardt

DATE: June 13, 1973

FROM : R. F. Bates

- 1 - Mr. Gebhardt
1 - Mr. Bates
1 - Mr. [redacted]
1 - Mr. [redacted]
1 - Mr. Bowers

SUBJECT: CRASH OF UNITED AIRLINES FLIGHT 553
BOEING 737, CHICAGO, ILLINOIS
12/8/72
DESTRUCTION OF AIRCRAFT OR
MOTOR VEHICLES

Mr. Felt _____
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Gebhardt _____
Mr. Jenkins _____
Mr. Marshall _____
Mr. Miller, E.S. _____
Mr. Soyars _____
Mr. Thompson _____
Mr. Walters _____
Tele. Room _____
Mr. Baise _____
Mr. Barnes _____
Mr. Bowers _____
Mr. Harrington _____
Mr. Conmy _____
Mr. Mintz _____
Mr. Eardley _____
Mrs. Hogan _____

This is to record that on June 13, 1973, Mr. [redacted] National Transportation Safety Board (NTSB), Department of Transportation, Washington, D. C., telephonically advised SA N. S. Irwin, Jr., that he attended the Government Activities Subcommittee hearings of the House Government Operations Committee on June 13, 1973. He stated he testified in connection with those hearings in which the Chairman of NTSB, John H. Reed, also testified.

The line of questioning, according to [redacted] had to do with the FBI's early response and investigative activities relating to captioned crash.

[redacted] stated the purpose of his call today was to advise the FBI that there were apparently elements within the Congress who were striving to drive a wedge between the FBI and NTSB. He stated NTSB has always enjoyed excellent working relationships with the FBI, and he hoped such relations would continue. He advised the recent letter from Mr. Reed to Mr. Ruckelshaus concerning the FBI's investigation into captioned crash was prompted by people in authority at NTSB who did not really know what they were doing and he believed their interests were primarily politically motivated.

He stated Congressmen Stanford E. Parris (Republican - Virginia) and Robert P. Hanrahan (Republican - Illinois) were outspoken during the hearings and their primary interest was to put the line of questioning in proper perspective, in that they did not question in any way the FBI's investigative activity concerning captioned crash. In fact, they supported the FBI's actions and indicated, according to [redacted] this issue should be put to rest for good. [redacted] ended his call by stating that NTSB stands ready to cooperate in every respect with the FBI in matters of mutual interest and that he hoped the publicity attendant to the hearings in no way damaged our excellent working relationship.

ACTION: None. For information.

NSI:jyl (6)

PERS. REC. UNIT

UNITED STATES GOVERNMENT

Memorandum

TO : Mr. Gebhardt

DATE: 6/8/73

FROM : R. F. Bates

- 1 - Mr. Gebhardt
- 1 - Mr. Bates
- 1 - Mr. [REDACTED]
- 1 - Mr. Thompson
- 1 - Mr. Mintz

SUBJECT: CRASH OF UNITED AIR LINES
FLIGHT 553
BOEING 737
CHICAGO, ILLINOIS
DECEMBER 8, 1972
DESTRUCTION OF AIRCRAFT OR
MOTOR VEHICLES

Mr. Felt ☒
Mr. Baker ☐
Mr. Callahan ☐
Mr. Cleveland ☐
Mr. Conrad ☐
Mr. Gebhardt ☒
Mr. Jenkins ☐
Mr. Marshall ☐
Mr. Miller, E.S. ☐
Mr. Soyars ☐
Mr. Thompson ☐
Mr. Walters ☐
Tele. Room ☐ b6
Mr. Baise ☐ b7C
Mr. Barnes ☐
Mr. Bowers ☐
Mr. Herington ☐
Mr. Conmy ☐
Mr. Mintz ☐
Mr. Eardley ☐
Mrs. Hogan ☐

Captioned plane crashed at Midway Airport, Chicago, Illinois, 12/8/72. Our Chicago Agents immediately responded within 45 minutes of the crash and for approximately 20 hours conducted investigation, including interviews of witnesses and survivors. An Agent also reviewed the airport tower tape of communications between the tower and victim plane. Some of this was done prior to the arrival of the National Transportation Safety Board (NTSB) representatives on the scene. One of our pilot-trained Agents recognized the signal on the tower tape as being emitted by the stall speed indicator on the plane signifying the pilot had lost speed and crashed. Weather conditions were not good since it was snowing at the time and visibility was approximately one mile.

Forty-five people died in the crash, including Mrs. E. Howard Hunt (wife of Watergate figure) and U. S. Congressman George Collins of Chicago, Illinois. Two of the deceased victims were on the ground. The FBI Disaster Squad identified 12 of the crash victims through fingerprints. There were 18 survivors.

According to the Federal Aviation Administration (FAA) on the scene there was no evidence developed to indicate a violation within the investigative jurisdiction of the FBI and consequently our investigation was terminated and the results of our interviews and investigation were furnished in writing to NTSB on 12/11/72.

By letter dated 6/5/73, NTSB questioned the FBI's early response stating our investigation was both unusual and nontypical and that our Agents interviewed witnesses to the

Enclosure - Sent 6-11-73

NSI:kap

XEROX

JUL 5 1973

CONTINUED - OVER

Memorandum Bates to Gebhardt
RE: CRASH OF UNITED AIR LINES FLIGHT 553

crash, including flight attendants, prior to NTSB interviews of those people. Additionally, NTSB also questioned the fact that an FBI Agent went to the control tower at Midway Airport and listened to tower tapes prior to NTSB having done so. Our Chicago Office advised that the Agent who reviewed the tower tapes did so at the invitation of an FAA representative on the scene. To us, these were logical investigative steps to determine if a violation within our jurisdiction was present.

We are not aware of any previous problem with NTSB and our relations with them have been excellent. Section Chief Richard F. Bates and Number One Man Newell S. Irwin met with representatives of NTSB at their request on 5/25/73, at which time our mutual responsibilities in aircraft accident matters were discussed. NTSB representatives did not appear to be keenly aware of the FBI's interest and jurisdiction in Destruction of Aircraft or Motor Vehicles (DAMV) matters which was explained to them in detail. At that meeting, [redacted] Air Safety Investigator, who was on the scene at the Midway crash, raised questions relating to the coordination of NTSB and FBI investigations in aircraft accidents. He stated that often FBI Agents were on the scene prior to NTSB representatives due to the limited number of NTSB personnel throughout the country. It would appear, therefore, that NTSB's prime concern is the quick response and early investigation by our Agents at crash scenes prior to the arrival of NTSB personnel which could possibly result in an infringement upon the investigative responsibility of NTSB.

Our Chicago Office has advised that they worked very closely with NTSB on the scene at this accident and [redacted] personally expressed his thanks for the FBI's assistance and investigation in this case. This has been coordinated with Mr. Mintz, Office of Legal Counsel.

ACTION: It is recommended that the attached letter be forwarded to NTSB in response to their inquiry explaining the FBI's interest and jurisdiction concerning aircraft crashes.

war

DAMV

MY

ye

RCR

7

NSI

JS

April 25, 1973

copy
[redacted] of UPI called and said that they would be running a story in which the National Transportation Safety Board had alleged that the FBI interjected itself into the investigation of the United Airlines crash at Chicago on 12/8/72 without invitation. She said that she was only checking the Bureau's position on this and had nothing to do with the basic story which was being written by another UPI writer.

I told her that if there was evidence that a case came within our jurisdiction under the Destruction of Aircraft Statute, we would investigate and that we would not require anybody's invitation since it was our responsibility. I advised her further that in this case the preliminary and subsequent facts failed to indicate sabotage as had been publicly revealed and that we conducted no investigation. I told her also that our Disaster Squad assisted in identifying victims in most airline crashes and that we had done so in this situation, and I advised her further that that is done on invitation by some appropriate official. She subsequently called me back and wanted to know who had invited us in connection with this case and after checking I advised her that we had received a request to help with the fingerprint identification of the victims from James B. Conlisk, Jr., Superintendent of Police, Chicago, Illinois, and that he had the concurrence of an United Airline Vice President. (Dr. George Kidera, who was not identified to her by name.)

It is to be noted that we also conducted some investigation in connection with the money being carried by Mrs. Howard Hunt who died in this crash and who was the wife of one of the Watergate subjects; however, that investigation could not be construed as investigation of the crash. Our Disaster crew identified 12 victims through fingerprint identification and their activities were limited to that purpose.

- 1 - Mr. Thompson
- 1 - Mr. Gebhardt

Jack Herington

58 MAY 16 1973
23

149-10024-
NOT RECORDED
178 MAY 11 1973

5 MAY 9 1973

ORIGINAL FILED IN 94-1-95-671

Mr. Felt ✓
Mr. Baker _____
Mr. Callahan _____
Mr. Cleveland _____
Mr. Conrad _____
Mr. Gebhardt ✓
Mr. Jenkins _____
Mr. Marshall _____ b6
Mr. Miller, E.S. _____ b7C
Mr. Soyars _____
Mr. Thompson ✓
Mr. Walters _____
Tele. Room _____
Mr. Kinley _____
Mr. Armstrong _____
Mr. Bowers _____
Mr. Herington ✓
Ms. Herwig _____
Mr. Mintz _____
Mrs. Neenan _____

September 7, 1973

1 - Mr. Gebhardt
1 - Mr. Bates
1 - Mr.

Mr. John H. Reed
Chairman
National Transportation Safety Board
Department of Transportation
Washington, D. C. 20591

b6
b7C

Dear Mr. Reed:

Your letter dated August 31, 1973, and its enclosures forwarded to me by have been received.

My General Investigative Division staff has carefully reviewed the new procedures concerning National Transportation Safety Board - Federal Bureau of Investigation Interface in Aircraft Accident Investigation. We are in complete agreement with them. The Special Agent in Charge of each of our Field Divisions is being furnished copies of the items you submitted to us.

You may be assured of the full cooperation of the FBI in all matters of mutual interest relating to our combined statutory responsibilities.

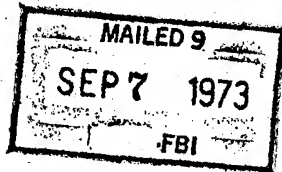
EX-104

Sincerely yours,

G. M. Kelley

Clarence M. Kelley
Director

14 SEP 11 1973



Assoc. Dir. _____
Asst. Dir.: _____
Admin. _____
Comp. Syst. _____
Files & Com. _____
Gen. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
Plan. & Eval. _____
Spec. Inv. _____
Training _____
Legal Coun. _____
Cong. Serv. _____
Corr. & Csm. _____
Research _____
Press Off. _____
Telephone Rm. _____
Director Sec'y _____

JKH:sls
(5) sls

JKH/D66

REG 6

REG 3

JNE/MM

SEE NOTE PAGE 2.

54 SEP 14 1973

MAIL ROOM ☐ TELETYPE UNIT ☐

Mr. John H. Reed

NOTE: By letter dated 6/5/73, Mr. Reed raised issue regarding our immediate preliminary investigation into the accidental crash of United Air Lines Flight 553 in bad weather at Chicago, Illinois, on 12/8/72. Reed inquired as to the FBI's listening to the tower tapes and interview of some witnesses prior to arrival of National Transportation Safety Board (NTSB) investigators. The implication was that such activity could interfere with NTSB investigative responsibilities. Subsequent communication with NTSB by General Investigative Division personnel indicates NTSB was unfamiliar with the FBI's investigative responsibilities under the Crime Aboard Aircraft and Destruction of Aircraft or Motor Vehicle Statutes. By letter 6/11/73, to Mr. Reed, our responsibilities were fully explained and as a result of that letter and subsequent communications, a proposed interface was developed. It set forth our mutual investigative responsibilities with NTSB; directs NTSB investigative personnel to cooperate fully with the FBI on the scene, and provides for a mutual exchange of pertinent investigative data.

The foregoing letter is to acknowledge our agreement with the proposed interface.

An airtel is being prepared to furnish all SACs copies of the interface, directory of NTSB field supervisors, and map showing NTSB field offices. (Sufficient copies of map were furnished by NTSB).

February 31, 1974

EX-109

REC-45

149-10024-17

Honorable Jerry Litton
House of Representatives
Washington, D. C. 20515

Dear Congressman Litton:

Your communication of January 24th enclosing correspondence from your constituent, Mr. [REDACTED] has been received.

b6
b7C

The FBI has primary investigative jurisdiction in connection with the Destruction of Aircraft or Motor Vehicles (DAMV) Statute, Title 18, Section 32, U. S. Code, which pertains to the willful damaging, destroying or disabling of any civil aircraft in interstate, overseas or foreign air commerce. In addition, Congress specifically designated the FBI to handle investigations under the Crime Aboard Aircraft (CAA) Statute, Title 49, Section 1472, U. S. Code, pertaining, among other things, to aircraft piracy, interference with flight crew members and certain specified crimes aboard aircraft in flight, including assault, murder, manslaughter and attempts to commit murder or manslaughter.

FBI investigation of the December 8, 1972, United Air Lines crash was instituted to determine if a violation of the DAMV or CAA Statutes had occurred and for no other reason. The fact that Mrs. E. Howard Hunt was aboard the plane was unknown to the FBI at the time our investigation was instituted.

It has been longstanding FBI policy to immediately proceed to the scene of an airplane crash for the purpose of developing any information indicating a possible Federal

MAILED 23
FEB 1 1974
FBI

Assoc. Dir. _____
Asst. Dir.: _____
Admin. _____
Comp. Syst. _____
Ext. Affairs _____
Files & Com. _____
Gen. Inv. _____
Ident. _____
Inspection _____
Intell. _____
Laboratory _____
Plan. & Eval. _____
Spec. Inv. _____
Training _____
Legal Coun. _____
Director Sec'y _____

1 - Kansas City - Enclosures (3)
1 - Congressional Services - Enclosures (3)
RCD:cmc (7)

CONTINUED PAGE TWO

TELETYPE UNIT ☐

b6
b7C

Honorable Jerry Litton

violation within the investigative jurisdiction of the FBI. In all such instances liaison is immediately established with the National Transportation Safety Board (NTSB) personnel upon their arrival at the scene.

Approximately 50 FBI Agents responded to the crash scene, the first ones arriving within 45 minutes of the crash. FBI Agents did interview witnesses to the crash, including flight attendants. A Special Agent proceeded to the Midway Airport tower shortly after the crash to determine if tower personnel could shed any light as to the reason for the crash. On arriving at the tower, he identified himself as an FBI Agent and explained the reason for his presence. He was invited by Federal Aviation Administration (FAA) personnel at the tower to listen to the recording made at the tower of the conversation between the tower and United Air Lines Flight 553. At no time did this Agent request to be allowed to listen to the tapes. After listening to the tapes, the Agent identified a sound as being that of the stall indicator on the aircraft. The FAA agreed that the Agent was right and immediately notified FAA Headquarters in Washington, D. C.

The FBI's investigation in this matter was terminated within 20 hours of the accident and on December 11, 1972, Mr. [REDACTED] NTSB, was furnished with copies of the complete FBI investigation pertaining to this crash after it was determined there was apparently no violation of the DAMV or CAA Statutes. b6
b7C

I trust the above information will satisfactorily explain the facts in this case.

Sincerely yours,

G. M. Kelley

Clarence M. Kelley
Director

NOTE: We have had prior constituent correspondence with Congressman Litton (D-Mo). Bufiles contain no derogatory information regarding [REDACTED] The article enclosed by [REDACTED] presents a distorted view of a magazine article by "American Opinion" concerning our investigation of the crash of United Air Lines Flight 553, Chicago, Illinois, 12/8/72 on which Mrs. E. Howard Hunt (wife of the Watergate figure) was on board. Bufile 149-10024.

NOTE CONTINUED PAGE THREE

Honorable Jerry Litton

The article quotes information developed by Sherman H. Skolnick who is well known to the Bureau with respect to his inquiries in this case. The above response paraphrases our letter of 6/11/73 to Mr. John H. Reed, Chairman of the National Transportation Safety Board, Department of Transportation, Washington, D. C., which factually portrays our jurisdiction and subsequent investigation of this crash. Reply coordinated with the Special Crimes Unit of the General Investigative Division.

Assoc. Dir.	_____
Asst. Dir.:	_____
Admin.	_____
Comp. Syst.	_____
Files & Com.	_____
Gen. Inv.	_____
Ident.	_____
Inspection	_____
Intell.	_____
Laboratory	_____
Plan. & Eval.	_____
Spec. Inv.	_____
Training	_____
Legal Coun.	_____
Telephone Rm.	_____
Director Sec'y	_____

~~HOUSE OF REPRESENTATIVES, U.S.~~
 WASHINGTON, D.C.
 1005 Longworth HOB

January 24, 19 74

Respectfully referred to

Congressional Liaison
 Department of Justice
 Federal Bureau of Investigation
 9th Street & Penna. Ave., N. W.

Attached is excerpt from a
 magazine entitled Public
 Opinion [published at Belmont,
 Massachusetts 02178] relative
 to the plane crash in which
 E. Howard Hunt's wife was
 killed.

I would appreciate any comments
 you might be able to make
 concerning the allegations and
 assertions set forth in this
 article.

Presumably, Public Opinion
 magazine has some connection
 with the John Birch Society.

Very respectfully,

Jerry Litton
 Jerry Litton
 M.C., 6th District.
 Missouri

JL/BW

ENCLOSURE

Boufford

b6
b7C

*United Air Lines
 Flight 553
 12-8-73*

EX-109

EXP. PROC
 40 JAN 25 1974

REC- 45

149-10024-17

25
 4 JAN 25 1974

CORRESPONDENCE
Red

*ack
 1-31-74
 RCB/et*

ml

Handwritten notes at top of page, including "Missouri" and "64118".

[Redacted]
[Redacted] Missouri

b6
b7C

64118

BW

1 January 1974

JAN 7 1974

The Honorable Jerry Litton
House Post Office
Washington D. C.
20515

My dear Congressman,

Watergators John Birch Society.

Page 8 The Plane Crash

If this write up is correct, what may be
done about it?

Do you think that the public should know?

Sincerely yours,

[Redacted signature block]

b6
b7C

ENCLOSURE

149-10024-17

the smoke cleared the Cuban patriots had been wiped out or captured, and Fidel Castro was more firmly than ever in control. The patriots had been promised air cover, without which the operation could not have succeeded, but when they were already at sea the Kennedy Administration decided to withhold it. The planes never arrived, and the patriots were easy prey. Indeed, Castro was perfectly aware that the invasion was coming.

One of our informants — who was actively involved in the Bay of Pigs — recalls an interesting story told to him by the late David Ferrie, who was also a C.I.A. agent, and who was one of those accused by New Orleans District Attorney Jim Garrison of having participated in the assassination of President Kennedy. According to Ferrie, E. Howard Hunt went to Cuba several times before the Bay of Pigs, and personally explained the operation to Fidel Castro. Hunt also supervised the installation on the beaches of pointed, four-foot stakes to impede the invaders. And this of course would make Hunt's reputation as a "fanatic anti-Communist" rather dubious.

It also would go a long way toward a complete explanation of Watergate.

The Plane Crash

On December 8, 1972, Mrs. Dorothy Hunt, wife of C.I.A. man E. Howard Hunt, got aboard United Air Lines Flight 553 at National Airport, bound for Midway Airport in Chicago. Mrs. Hunt herself was a C.I.A. agent, and had been one even longer than her husband. They were a C.I.A. "family." Indeed, contrary to earlier denials from the White House, it now develops that Mrs. Hunt was the Watergate "bag woman." It was she who, pursuant to orders, delivered the offer of Executive Clemency to Watergate defendants. It was she who paid them off in return for their promises to keep their mouths shut. And on December 8, 1972, she apparently was travelling with about two million dollars in cash, traveller's

checks, and money orders which the Nixon Team had handed over to buy her silence. Mrs. Hunt was privy to the same Watergate information as was her husband, and could have used it to blow the Watergators from the water.

Also on Flight 553, was C.B.S. network newswoman Michele Clark, who was getting ready to do a story on Watergate. There was also a man carrying a gun, and calling himself Harold R. Metcalf, who claimed to be an agent for the Bureau of Narcotics and Dangerous Drugs.

And there were Ralph Blodgett and James W. Krueger, attorneys for the Northern Natural Gas Company of Omaha, along with some others associated with them. Mr. Blodgett and the others were angry at John Mitchell — one of the most important of the accused Watergate conspirators — and were determined to blow the lid off the case. It seems that former Attorney General Mitchell, and his friends running the Justice Department, were putting the screws to Northern Natural Gas. On September 7, 1972, some officials of that firm and its subsidiaries were indicted on federal criminal charges in Omaha, Chicago, and Hammond, Indiana — and charged with bribing local officials to let a gas pipeline go through.

All of this has been uncovered by Mr. Sherman H. Skolnick of Chicago, who is Chairman of the Citizens' Committee to Clean Up the Courts, and whose investigations have caused the departure of several corrupt Chicagoland judges. It was Skolnick who sent former Illinois Governor Otto Kerner to jail. And Skolnick reports that, to defend itself against the Justice Department's charges, Northern Natural Gas uncovered documents showing that Mitchell, while U.S. Attorney General in 1969, dropped anti-trust charges against its competitor, El Paso Natural Gas; that the decision was worth several hundred million dollars to El Paso — and that John Mitchell's law partner represented El Paso

AMERICAN OPINION

ENCLOSURE

149-10024-17

at the time. Indeed, says Skolnick, Mitchell mysteriously developed a stock interest in El Paso with a law partner as a nominee. And pipeline attorney Krueger was carrying the proof of all this on Flight 553, on his way back from Washington, where pipeline attorney Blodgett had been trying to get the charges against Northern Natural Gas dropped.

In other words, there were three different sources aboard United Air Lines Flight 553 who could have exposed various aspects of Watergate; Mrs. E. Howard Hunt, Miss Michele Clark, and the Northern Natural Gas crowd.

As this aircraft approached Midway Airport, the outer marker, also known as the Kedzie Localizer — a signal which tells the pilot where he is — stopped working. So did the flight data recorder. So did the captain's altimeter, which records the plane's altitude. Indeed, circuit breakers started popping all over the place. And the weather was bad, so the pilot had no idea where he was. A witness on the ground says he was far off course. Eleven witnesses on the ground say the descending plane had no lights. And the chance of all this happening at the same time is about as likely as the possibility that Richard Nixon will ever make anything perfectly clear.

Indeed, a witness on the ground saw a descending parachute supporting an aluminum foil ball, which is a technique used to jam airborne navigational equipment. It is interesting to note that former White House counsel John Dean testified as follows before the Senate Watergate Committee, about the sabotage plans of convicted Watergate boss G. Gordon Liddy: "When discussing the electronic surveillance, he said that he had consulted with one of the best authorities in the country, and his plan envisioned far more than bugging and tapping phones. He said that, under his plan, communications between ground facilities and aircraft could also be intercepted."

In other words, Flight 553 was apparently the victim of what the disarmament hoaxers call "massive overkill." But, believe it or not, there was even more. For instance, Air Traffic Control at Midway did not tell 553 that the Kedzie Localizer was not working. In fact it told the captain to continue inbound and land. Yet, at the same time, it told A.T.C. at nearby O'Hare Field that Flight 553 would circle Midway again. The confused pilot was given the idea that he was really in a holding pattern, when he was not. And the approach controller later testified that he had "forgotten" to issue approach clearance to Flight 553.

At 2:29 p.m., United Air Lines Flight 553 crashed in the streets just short of Midway Airport. Waiting for it on the ground were up to two hundred agents of Defense Intelligence and the F.B.I. — which is interesting because F.B.I. regional headquarters is some twelve miles from the scene. The F.B.I. was there before the fire department, which responded within one minute of the crash. Apparently we are supposed to believe that the F.B.I. just happened to be holding a convention in the streets approaching Midway, when Flight 553 hit the ground. For some time after he revealed this incredible fact, Mr. Skolnick was called a liar. But in a letter dated June 11, 1973, to John H. Reed, Chairman of the National Transportation Safety Board, William D. Ruckelshaus, who at the time was Acting Director of the F.B.I., *admits* that in less than forty-five minutes after the crash about *fifty* F.B.I. agents were on the scene. Why? What were even fifty, let alone two hundred, F.B.I. agents there to do? Why were they present without being invited by the National Transportation Safety Board, as is customary? Did someone know Flight 553 was scheduled to crash? Were they at Midway Airport to arrest Mrs. Hunt, who had left Washington with about two million dollars in negotiable paper?

Furthermore, the F.B.I. agents took

complete control of the crash site, refused to show their credentials, kept even the Chicago Police Department away from the scene, did the same to the Federal Aviation Administration, and stripped all the bodies of identification. So bizarre was the F.B.I.'s behavior that on June 5, 1973, Reed wrote Ruckelshaus for an explanation, recalling that "for the first time in the memory of our staff, an FBI agent went to the control tower and listened to the tower tapes before our investigators had done so; and for the first time to our knowledge, in connection with an aircraft accident, an FBI agent interviewed witnesses to the crash, including flight attendants on the aircraft prior to the NTSB interviews. As I am sure you can understand, these actions, particularly with respect to this flight on which Mrs. E. Howard Hunt was killed, have raised innumerable questions in the minds of those with legitimate interests in ascertaining the cause of this accident . . ."

So the question once again arises: Has the F.B.I. been directed to suppress evidence which may well prove that the death of Mrs. Hunt — who could have exposed the entire Watergate mess — was not an accident, and that Flight 553 was sabotaged?

Furthermore, along these lines, it is also interesting to note that the last words we hear from the captain of Flight 553 — whose name, incredibly, was Wendell Whitehouse — were spoken at 2:26:24.66, according to the cockpit voice recorder, which apparently means that the co-pilot and second officer were flying the plane during the final 2½ minutes before the crash. The captain does not say a word during that long period of emergency! Indeed, the *Chicago Tribune* of March 25, 1973, reports that, according to the Cook County coroner's office, Captain Whitehouse was dead before Flight 553 ever hit the ground.

What killed Captain Wendell Whitehouse? In a report on the accident issued

by the National Transportation Safety Board, we learn that his body was found to contain 3.9 micrograms per milliliter of cyanide — which just happens to be four times the amount necessary to kill him. Yet, the bodies of the co-pilot and the second officer contained no cyanide at all. We are told that the cyanide poisoning was the result of inhalation, after plastic foam burned in the fire, but the co-pilot and second officer were breathing the same air as Captain Whitehouse, so it appears that the captain was poisoned in some other way. In fact, the bodies of six of the Watergate-connected passengers had a cyanide content higher than they could have gotten from a so-called aircraft fire. And these were the only people in whom cyanide was found. Where then did the cyanide come from?

Your reporter doesn't know, but it is interesting to remember that among the passengers on Flight 553 was Harold R. Metcalf, who was carrying a gun, and who is supposed to be an agent for the Bureau of Narcotics and Dangerous Drugs. And an intelligence agent who managed to get to the crash site recalls that Metcalf has worked as a parachute jumper in Europe for the Central Intelligence Agency. Indeed, the agent recalls that when Metcalf stepped from the rear door of the hulk of Flight 553, he was wearing a jump suit — which is exactly what the well-dressed man wears if he expects the plane he is flying in to crash.

And soon after the crash, one of Skolnick's agents confronted Metcalf with the theory that the crash had deliberately been arranged; to which Metcalf blurted, "It wasn't supposed to" — and left the room. Could Metcalf have been what intelligence officers call a "double cutout," who was there to do a job, and didn't know that a job was supposed to be done on him?

It is also worth recording that the Administration kidnapped Alex J. Bottos, a Skolnick investigator, and kept him for forty days without charge in the Spring-

field, Missouri, federal hospital — the same place Robert Kennedy kept General Edwin Walker after kidnapping him — when Bottos tried to reveal that the two million dollars in negotiable paper Mrs. Hunt had carried on Flight 553 was being disposed of by a criminal “fence.”

Finally, there is the incredible fact that on December 9, 1972 — exactly one day after the crash — White House aide Egil Krogh was appointed Undersecretary of Transportation. Krogh was of course one of the leaders of the so-called “plumbers” unit, which on behalf of Richard Nixon burglarized the offices of Daniel Ellsberg’s psychiatrist. And as Undersecretary of Transportation he was in charge of the National Transportation Safety Board, which was supposed to be investigating the crash. Furthermore, on December 19, 1972, only eleven days after the crash, White House official Alexander P. Butterfield of Ervin Committee fame was appointed the new head of the F.A.A. — which was another agency supposed to be investigating the crash. And five weeks after the crash, Dwight Chapin, Richard Nixon’s appointments secretary, who was also in charge of the so-called “department of dirty tricks,” became a top official with United Air Lines.

All of this, of course, is crucially revealing, but notice that the kept national press and the Senate Watergate Committee have said not a word — which suggests they are participating in the cover-up they so pompously denounce.

Bremer And The C.I.A.

As we have seen, the Watergate story is filled with fleeting mentions of the Central Intelligence Agency. James McCord was a C.I.A. agent for many years. So was E. Howard Hunt. And the C.I.A. gave Hunt whatever equipment he wanted to carry out his clandestine raids, from a wig to photographic equipment to false identification. Of course, we are constantly told that both Hunt and McCord had

“retired” prior to the Watergate burglary, but the question arises of whether the Agency would work so closely with people who were no longer on its payroll. Indeed, C.I.A. boss Richard Helms was awakened at three in the morning to be told that the Watergate Five had been arrested. Why would somebody take the trouble to notify the head of the C.I.A. — at three in the morning — about a *domestic* burglary? The most sensible explanation, of course, is that the arrested Watergators were active C.I.A. agents who are now protecting the Agency.

It is interesting that under the Nixon reorganization the director of the C.I.A. is also chairman of the board and coordinator of all U.S. intelligence agencies, including the Department of Defense Intelligence Agency and the ultrasecret National Security Agency. Short of the President, he is the one man in a position to tie up all of these loose ends. When Watergate broke, C.I.A. Director Richard Helms was rushed off as U.S. Ambassador to Iran. James Schlesinger was very briefly made Director, and then quickly moved up to Secretary of Defense as the Watergate scandal became the subject of national outrage. With the heat on, President Nixon named William E. Colby to be C.I.A. Director. Mr. Colby’s previous job had been as head of the C.I.A.’s Directorate of Operations, where he had spent his entire career. This is the so-called “Department of Dirty Tricks,” in charge of revolutionary activities and political assassination. Among the men reporting directly to him had been E. Howard Hunt.

And this raises another fascinating series of questions. Regular readers of AMERICAN OPINION will recall that in the October, 1972, issue of this magazine your reporter exposed the conspiracy to kill Governor George Wallace in Maryland on May 15, 1972. You will remember that Arthur Bremer was trained and financed to do the job by a gang of Milwaukee revolutionaries with many Communist connections. His immediate

v. 5-22-64

FBI

Date: 7/9/74

NT

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

TO: DIRECTOR, FBI (149-10024)
FROM: SAC, CHICAGO (149-1060)
SUBJECT: CRASH OF UNITED AIR LINES
FLIGHT 553, BOEING 737
CHICAGO, ILLINOIS
12/8/72
DAMV
OO: CHICAGO

Enclosed for the Bureau is an article which appeared in the Chicago Daily News, July 9, 1974, concerning WILLIAM F. BUCKLEY, JR. filing suit in U.S. District Court, Chicago, Illinois, asking damages for the death of the wife of E. HOWARD HUNT. Suit charges the FAA with negligence.

Enclosed article being furnished for info of Bureau only.

149-10024-18

REC-10

2 - Bureau (Encl. 1) ENCLOSURE
1 - Chicago

9 JUL 11 1974

RGS/lan
(3)

"ENCLOSURE ATTACHED" EX-117

SK

Approved: RGH/265
70 JUL 18 1974 Special Agent in Charge

Sent _____ M Per _____

ENCLS. FOR BUREAU FROM SAC, CHICAGO (1)

Article appearing in CG Daily News July 9, 1974
re captioned.

CRASH OF UAL
FLIGHT 553, BOEING 737,
CHICAGO, ILLINOIS
12/8/72
DAMV
OO: CHICAGO

BUFILE 149-10024
CG 149-1060

Via airtel dated 7/9/74

149-10024-18
ENCLOSURE

(Mount Clipping in Space Below)

Hunt estate files suit in air crash

Columnist William F. Buckley Jr. has filed suit in U.S. District Court here, asking damages for the death of the wife of convicted Watergate conspirator E. Howard Hunt.

In the suit filed Monday, Buckley said he was representing the estate of Dorothy E. Hunt, one of 45 persons killed Dec. 8, 1972, in the crash of a United Airlines jet as it approached Midway Airport.

The suit charges the Federal Aviation Administration with negligence in allowing the plane to try to land. The suit asks the court to determine proper damages.

Hunt has filed a \$2 million suit against United Airlines and Boeing Co., the plane's builder.

No date was set for hearing the new suit. The FAA denied a similar complaint on Jan. 8.

149-10024-18

(Indicate page, name of newspaper, city and state.)

CHICAGO DAILY
CHICAGO, ILLINOIS

Page 8

Date: 7/9/74
Edition: BLUE STREAK
Author:
Editor: D. FELDMEIR
Title:

Character:

or

Classification:

Submitting Office: CHICAGO

☐ Being Investigated